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CLASSIC LAND ROVER

JANUARY 2025
ISSUE NO 140
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1992 Range Rover Classic undergoes transformation

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COMING OF AGE

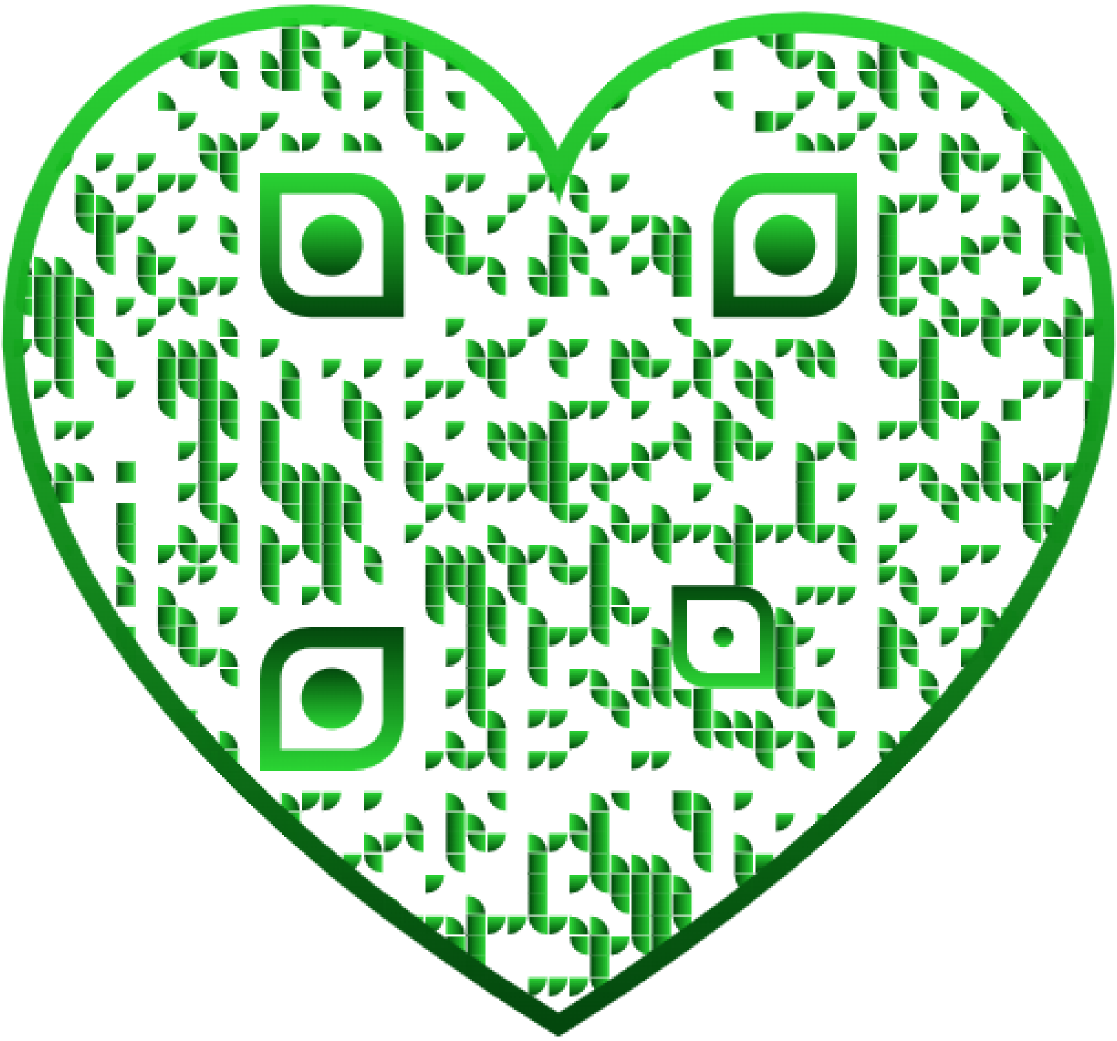
Valued family member turns 40

BORN TO BE WILD

FCs help build safari company

TECH & TOOLBOX

How to repair Defender doors



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Emrys Kirby and Adrian Cox discuss what's next for CLR's press launch Discovery, G482 WAC Andrew Stone

A DISCOVERY ADVENTURE

JANUARY 2025

I recently travelled to Lancashire with Key Publishing CEO Adrian Cox to pay a visit to Emrys Kirby, who you all will no doubt know is restoring an original press launch G-WAC Discovery 1 for the magazine.

Officially launched at the Frankfurt Motor Show in September 1989, the Discovery was designed to compete with the plethora of leisure vehicles coming from Japan. The press launch was held in October and November 1989 and all 86 press vehicles featured the letters G-WAC on the registration plate. The Discovery made an instant impact and was a sales success for Land Rover.

Of the original 86 press vehicles, only 23 are known to exist today. For the past 12 months, Emrys has been hard at work restoring G482 WAC and hopes to complete it early next year. Each month, starting with the February 2024 issue, we have featured articles on the work he's done and if you missed anything, back issues can be ordered via the Key Publishing website (https://shop.keypublishing.com).

Over a brew with Emrys, we also discussed the really important bit – what to do with the Discovery when it's finished. The idea from the start has always been that once the restoration is done, we use it for what Land Rovers were intended – to go on an adventure.

> 'One suggestion was to drive it to the Arctic Circle in Norway'

One suggestion was to drive it to the Arctic Circle in Norway. Another was to take it to the Abenteuer Allrad Show in Bad Kissingen, Germany, which you can incidentally read about on pages 52 to 56 of this issue. And of course, Morocco also came into the equation.

If I had my way, I'd tick off a bucket list item and use it to drive from London to Cape Town, although I'm not sure how Mr Cox would feel about his editor and newly restored Discovery going AWOL for a few months.

If you have any ideas of what we could do with it, please get in touch via email. I look forward to hearing from you.

Andrew Stone
CLR Editor

Andrew Stone

CLASSIC LAND ROVER MAGAZINE

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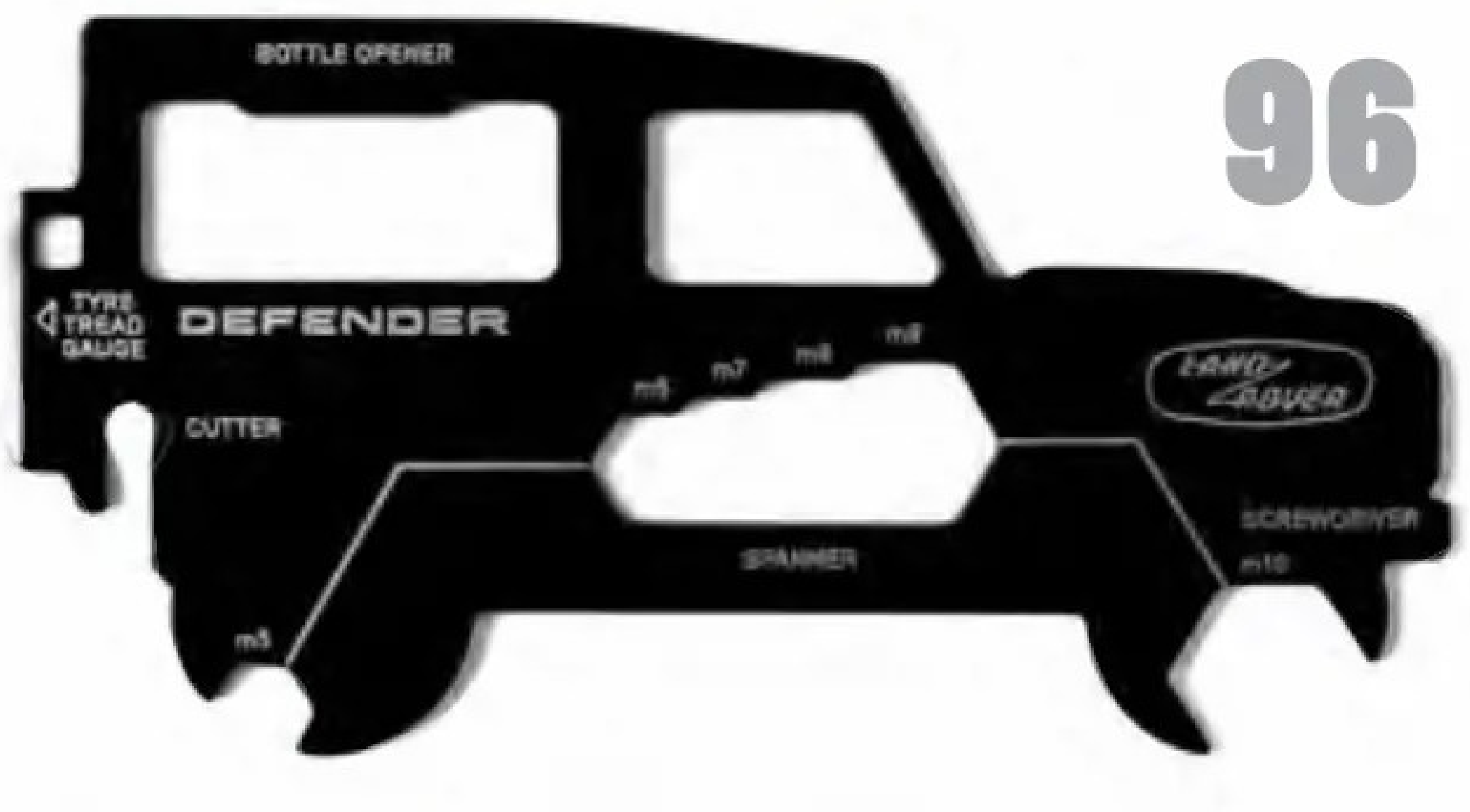
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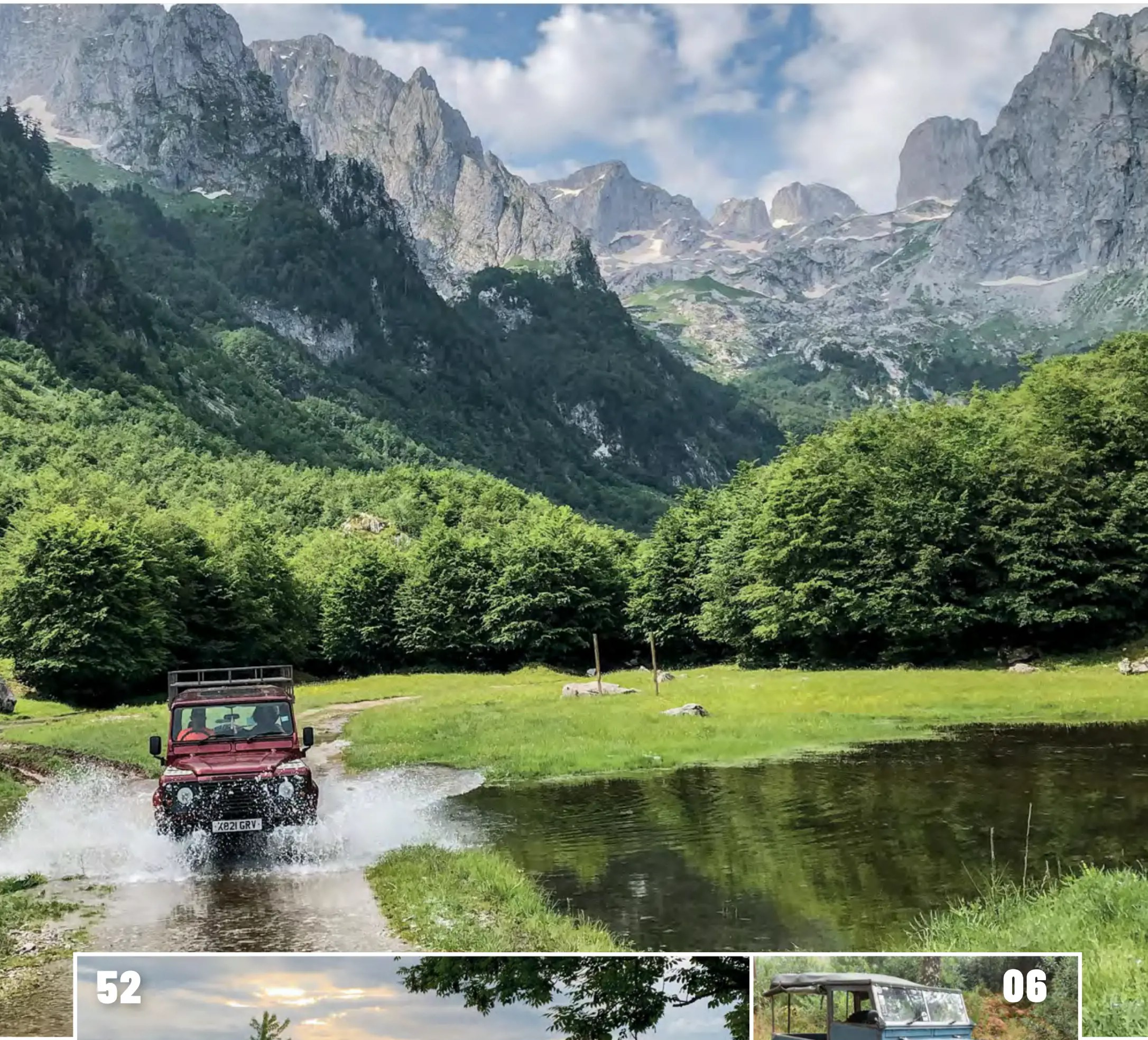

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A FINE *PORT*

This Portuguese Series One is ageing like a fine bottle of the drink the country is noted for

WORDS AND PICTURES **JOHN CARROLL**

Following the Land Rover's export from England it was reregistered

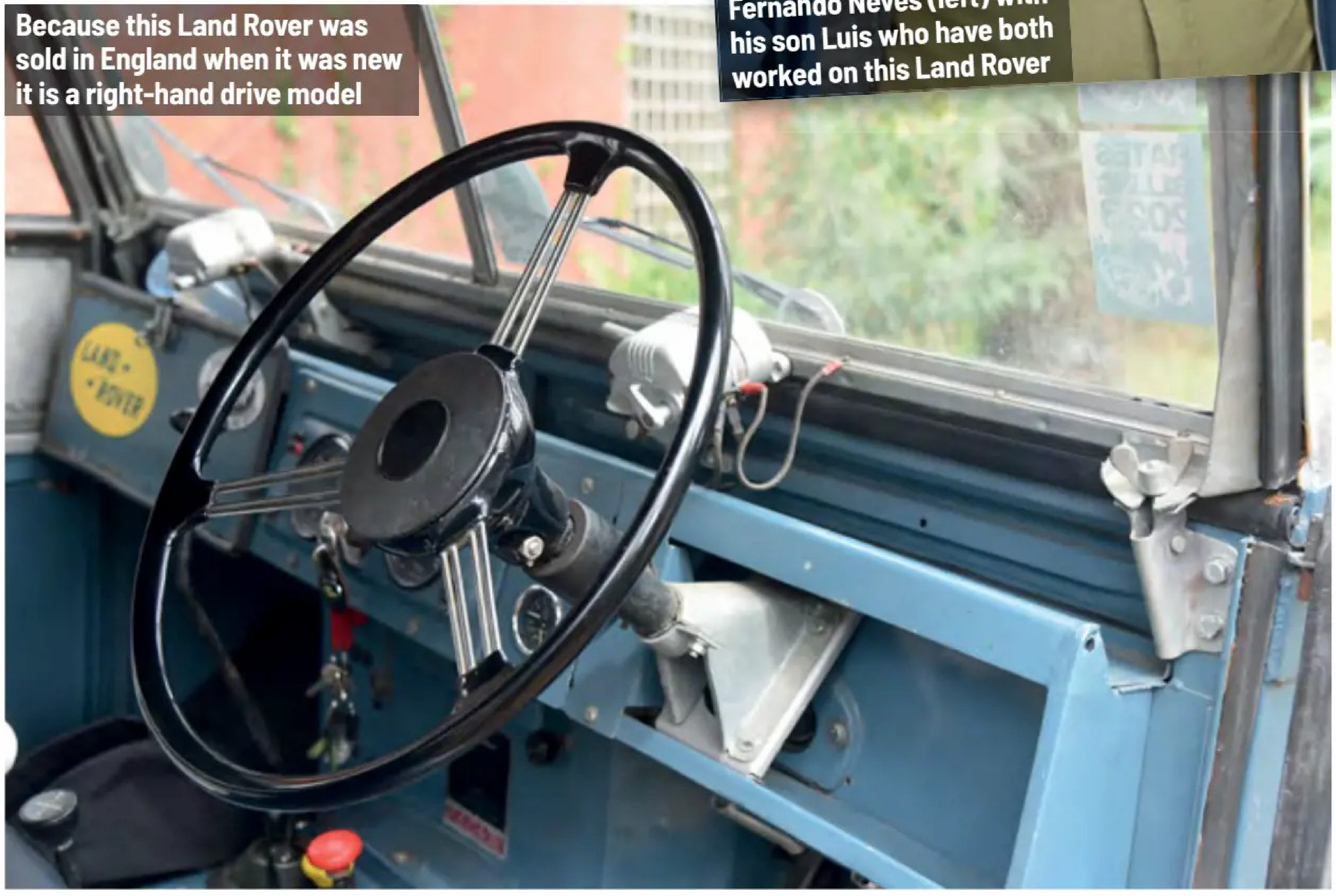
Fernando Neves Ramos is Portuguese and lives in the vicinity of Porto on the country's Atlantic coast. He's been involved with Land Rovers since the early 1990s although I didn't get to know him until around the time of the launch of Classic Land Rover magazine in 2013.

With his help, I made a trip to one of the big Portuguese Land Rover enthusiast events, Rates Billing, held in the coastal town of Rates in the municipality of Póvoa de Varzim.

We were members of the Land Rover Series One Club and it was here that we discovered we both owned 'retromod' 88in Series Ones finished in a non-standard coat of Marine Blue paint.

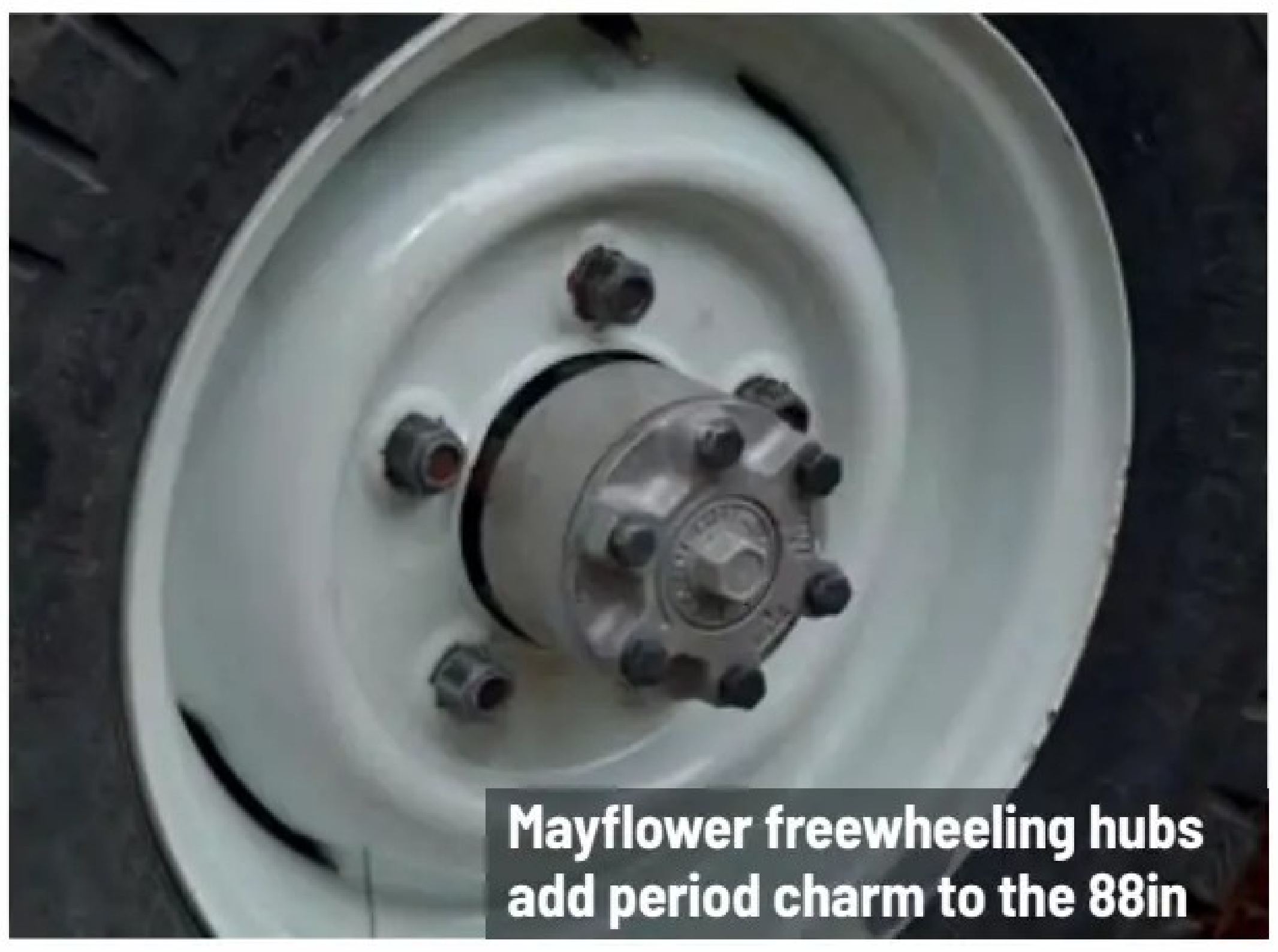
It might be easy to pass that off as a coincidence but if you believe the 'witchcraft' that is the pseudoscience of Western astrology, there might be more to it. Our birthdays are only 24 hours different (except in leap years). This makes us both Pisces, which is Latin for fish, so suited to shades like Marine Blue.

Fernando Neves (left) with his son Luis who have both worked on this Land Rover



Because this Land Rover was sold in England when it was new it is a right-hand drive model

Portuguese number plates are now affixed to the vehicle



Mayflower freewheeling hubs add period charm to the 88in

Regardless of the astrology, birthdays are important in the story of this Land Rover and its current owner because Fernando specifically wanted one that was the same age as him.

He searched long and hard on eBay until he found this one, a February 1958 example, for sale in Cambridge, England in 2010. He was prepared to bid a large amount to secure the Land Rover but the eBay listing was in his favour for the auction.

It was listed as a 'blue Series' rather than a 'Blue Series One' and, at that time, that made a difference in terms of used Land Rover sales, so was knocked down to Fernando for £1,000. He laughed as he recalled that it, "cost more to ship to Portugal than to buy it!"

Being a February 1958 Land Rover means it has an 88in-wheelbase of the type made in the last years of Series One production. They

‘Despite Fernando’s involvement in the business, the blue 88in Series One is not for sale’

were produced from August 1956 onwards as 1957 and 1958 model-year vehicles when the wheelbase was lengthened by two inches forward of the bulkhead to make room for the new two-litre diesel engine.

Rover did, of course, at the time, also offer ‘export’ models in both left and right-hand-drive configurations as well as completely knocked-down versions in both configurations.

Although Fernando’s Land Rover is the petrol variant it still has the 88in wheelbase chassis, and, as a vehicle originally sold in the UK it is a right-hand drive ‘home’ model.

The 86in and 88in Series One models have numerous detail differences in the style of doors for example but in the front wings and bonnet because the extra two inches is in the wheelbase forward of the bulkhead.

The front panels are also different; the 86in has an aluminium component that has four shaped holes in it while the 88in has a steel panel with a single rectangular hole. The holes are to permit airflow to cool the radiator when the vehicle is in use.

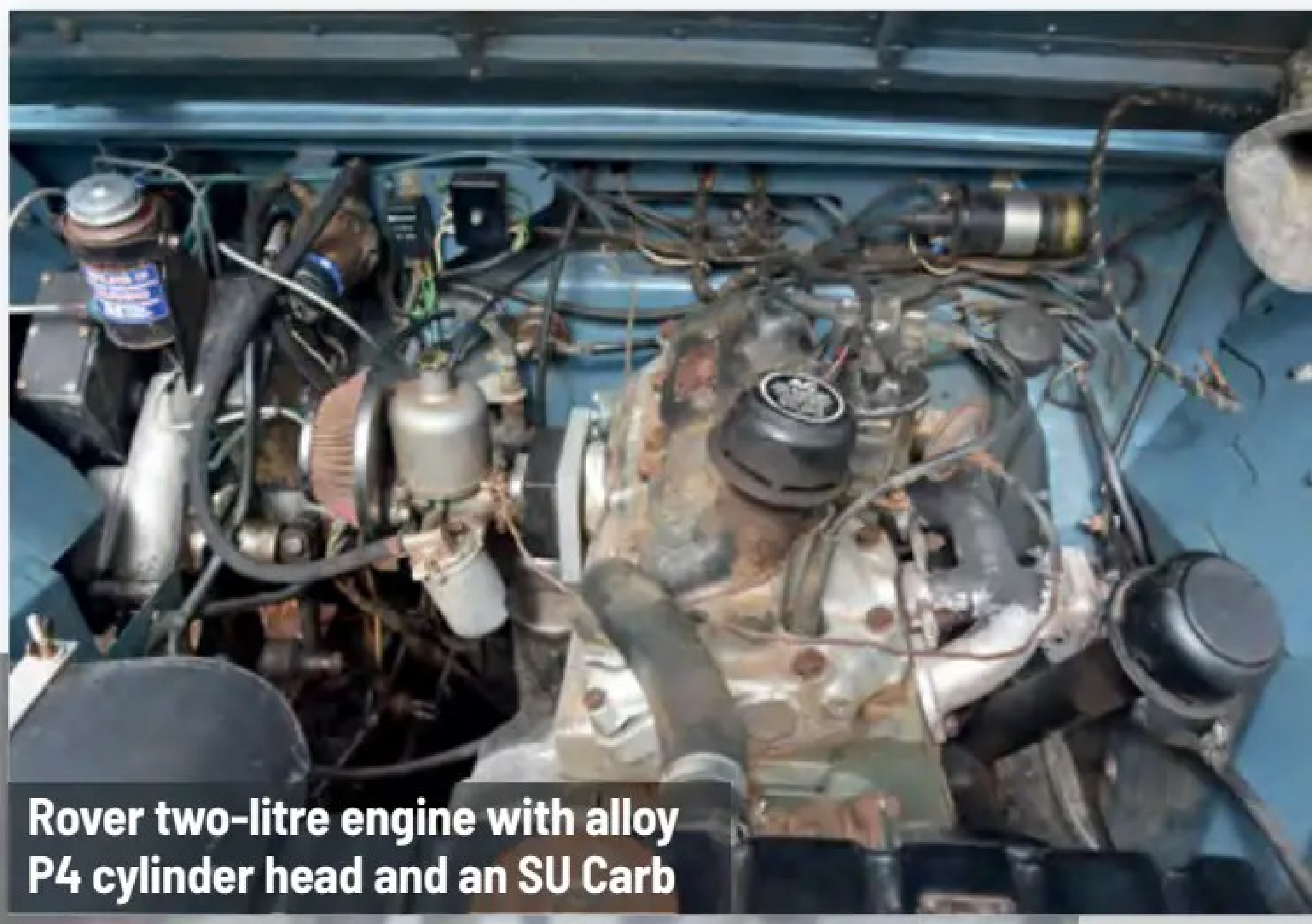
Although the Series One that Fernando bought ran and, on arrival in Portugal, was started on the UK petrol that was still in the tank, it did need work. This would take Fernando and a group of family and friends two years to carry out.

Back then the group rented a big garage that they used as a communal workshop meaning that when things got complicated or there were heavy things to lift, there was generally someone around to give a hand.

In this way, the Land Rover would soon be looking lovely and would acquire a full-tilt roof that suited Portugal’s weather.

The old blue Land Rover had around 10 previous owners and was typical of working vehicles of that time with various modifications that both kept it on the road and made it perform a bit better.

These included a modified bulkhead with top-hung brake and clutch pedals, the latter to suit a hydraulic clutch, and the »



Rover two-litre engine with alloy P4 cylinder head and an SU Carb

CELT
RECYCLE & REBORN
ONE LIFE LIVE IT

A tilt than can have the sides and rear flap rolled up is useful in Portuguese weather

> ‘Someone saw it at a Porto classic car event and offered decent money for it but Fernando turned them down’

aluminium cylinder head from a Rover P4 saloon car and an SU carburettor.

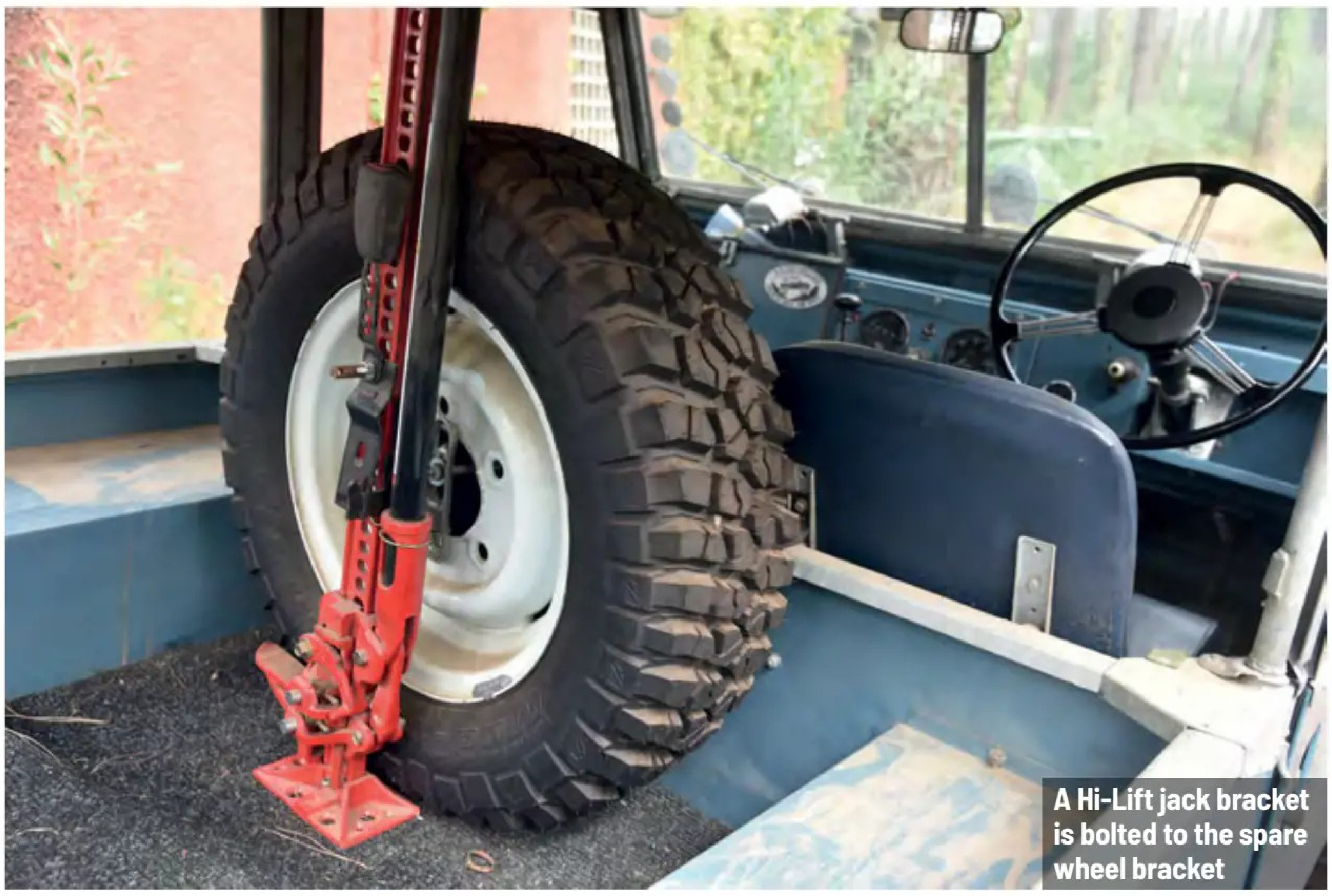
The ally head and bigger carb arrangement were, for many years, a popular Land Rover club members’ upgrade for the Land Rover two-litre petrol engine until they could no longer be found in scrapyards.

The Series One also had a Lightweight fuel tank, probably because of the difficulties in obtaining new Series One fuel tanks before the cottage industry for Series One restoration cranked up to where it is now.

Fernando himself has been part of that cottage industry for some time, he explained that ‘lrseriesparadise’ has been on eBay since 1996 and his website debuted in 2010.”

He further explained that supported by his close family including his son and friends, he has been restoring complete vehicles for some time, and added: “Due to the conditions needed to maintain this activity, we have decided to stop doing this kind of work and concentrate on supplying parts.”

LandSeriesParadise.com is dedicated to recycling, mostly parts for classic Land Rovers, especially Series I, II and IIA, and related stuff from well-known brands that have supplied Land Rover throughout the years. These include Lucas, Solex, Mayflower, Fairey, Girling, Selectro, Tex, AVM, Capstan and others.


A Hi-Lift jack bracket is bolted to the spare wheel bracket

Rear lights are not original but are of the right age, and incorporate indicators

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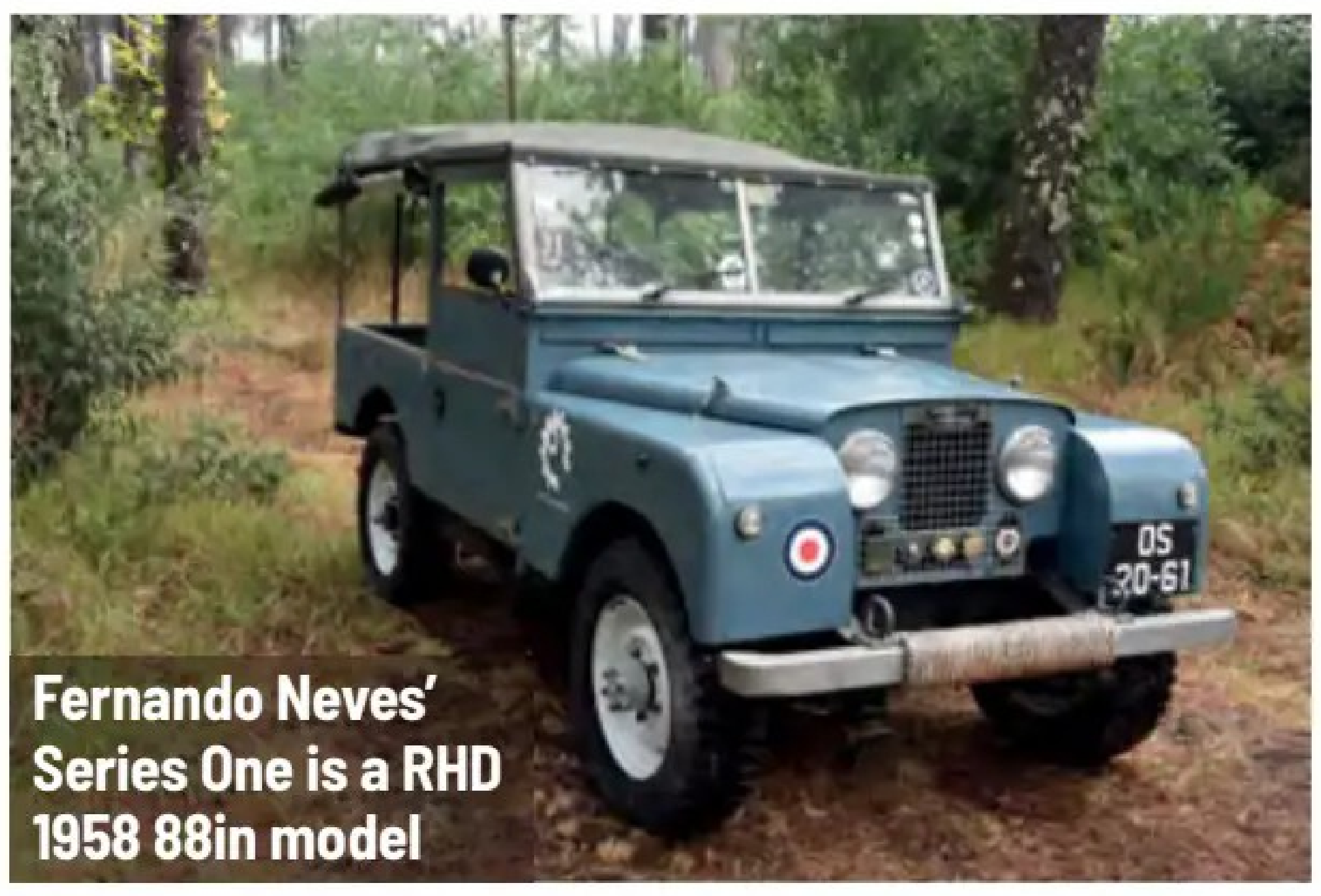
Fernando Neves’ Series One is a RHD 1958 88in model

In addition, currently, at home in a small village not far from the coast, Fernando is working on a 1948 LHD 80in restoration project for a friend from Portugal’s Land Rover club scene.

The Land Rover is currently at the assembled chassis and bulkhead stage so there’s plenty more to do.

Despite Fernando’s involvement in the business, the blue 88in Series One is not for sale.

Someone saw it at a Porto classic car event and offered decent money for it but Fernando turned them down.

Having not seen it for more than a decade it was a pleasure to catch up with him and his Land Rover at the 2024 Enco(ue)ntro Ibérico Land Rover (see feature in this issue) near Aveiro, another of Portugal’s coastal cities.

The Land Rover had gained a few extra stickers since I last saw it but was still the lovely straight Series One that I’d seen previously.

It now rolls on radial AT tyres and has a few upgrades such as a Hi-Lift jack rack that attaches to the spare wheel mount in the rear tub.

Son Luis was driving it on the event’s off-road routes where its old-school technology proved as capable as that in the more modern coil-sprung models in the tricky dry and sandy conditions between trees.

There again, we’d expect nothing less from a Series One on big MTs! CLR

Fernando the owner of the Series One arranged its export after an eBay purchase

RECYCLE & REBORN

Fernando’s current project, a LHD 1948 80in being rebuilt for a friend

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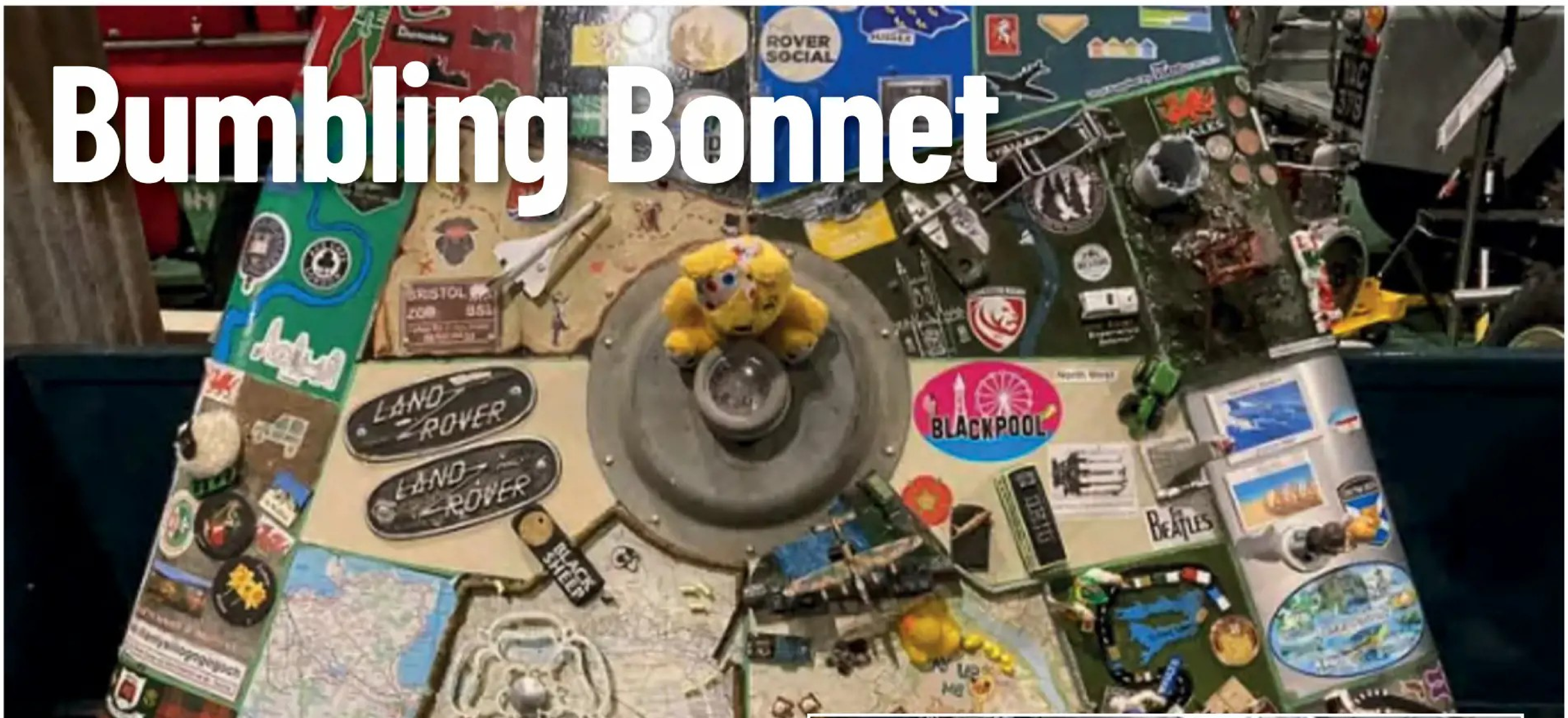
Bumbling Bonnet



To celebrate the 65th anniversary of the Series 2 Land Rover Club in 2023, the club organised an event that would see a Series II bonnet travel as much of the UK mainland as possible, advertising the club and raising money for the BBC Children in Need charity.

The intent was to move this bonnet (nicknamed the Bumbling Bonnet) all the way from Lands End, to John O Groats, ideally via the most westerly and easterly points possible.

The upper surface was divided into 20 equal sized sections, one for each club area of the country. As it passed through each location it was decorated with landmarks synonymous to that part of the country.

During the course of its travels it has been used as a raft, as a motorcycle windshield, tucked up in bed and even found itself on the front of a steam engine.

A club spokesperson said: “A lot of time and effort from countless members of the club has gone into making this project a great success.”

The completed bonnet went on display on the club stand at the NEC Classic Motor show at Birmingham in November 2024 and is now on display at the Dunsfold Collection.

So far £1,526 has been raised for BBC Children in Need.

To make a donation visit Justgiving.com and search for Eddie Grinstead.

Doing their bit for charity

Series Land Rovers have a starring role in a new charity single and video.

The charity is the Hungary Hearts Dog Rescue which saves street dogs from extermination and re-homes them in the UK.

The Thames and Chiltern area for the Series 1 2 3 Club became involved in the project when members met at the Air Raid Shelter Café & Tea Room in High Wycombe for a Sunday breakfast run.

A friend of the owner, singer Chris Miller, saw the Land Rovers and asked if members would be willing to help out with his new single. They readily agreed.

Brian Deacon, the 1 2 3 area rep for Thames and Chiltern said: “One of our members, Simon, is a farmer so he provided some great location shots, including his kitchen, straw bales in the back of his Series II and a photogenic Massey Ferguson tractor.

“On the second day of filming our Series IIA was filmed delivering a Christmas Tree to North Dean village hall and a procession of Land Rovers (all coincidentally Series II) turning up for a party with presents and dogs.”

The charity is close to Chris’s heart as his dog Marie, an 11-year-old French bulldog, who features in the film, is one of those dogs the charity rescued.

The song is called Santa Bring My Baby Home for Christmas and is now on You Tube.

Hungary Hearts has re-homed 2,700 dogs since 2012, giving them a second chance at life. But this is just a small fraction of the dogs needing help.

Each year, 50,000 animals enter these shelters, but tragically, 35,000 are killed - many in cruel and cost-cutting ways.

More information at www.hungaryheartsdogrescue.co.uk

Desert Saviours

If you happen to have the misfortune to breakdown within 100 miles of Zagora in southern Morocco, it may well be Hassan here who comes to your rescue or, with the help of his colleagues at Iriki Garage affect a desert field repair.

Hassan is the guy who runs the garage's social media account and they have a huge following on Facebook due solely to his IT work.

It is this very truck with its 200 Tdi Discovery-derived engine that is usually sent out to attend to breakdowns.

It's a simple old Defender with no frills. Just a winch on the front and a decent set of all-terrain tyres.

There is a high-lift jack on the back and some tools and a tow rope inside. Most weeks the team are called out to the Chegaga Dunes to attend a simple breakdown caused by a lack of experience or poor preparation.

With luck, another vehicle will come along with the contact details of Hassan and his friends and they will be rescued.

All of the staff have a lifetime of experience at driving on sand that started when they were in their early teens.

Toby Savage

GARAGE IRIK

Dashboard repairs

Restorations of Series IIIs that have been featured never mention one crucial interior part which is the dashboard top.

I suspect many, like mine, are cracked and peeling but repairing them is never covered.

I've had a look for replacement ones and the only eBay one was a very tatty one which would cost over £1,600 as it was in the USA and the carriage was prohibitive.

No photos were shown of the metalwork which is crucial.

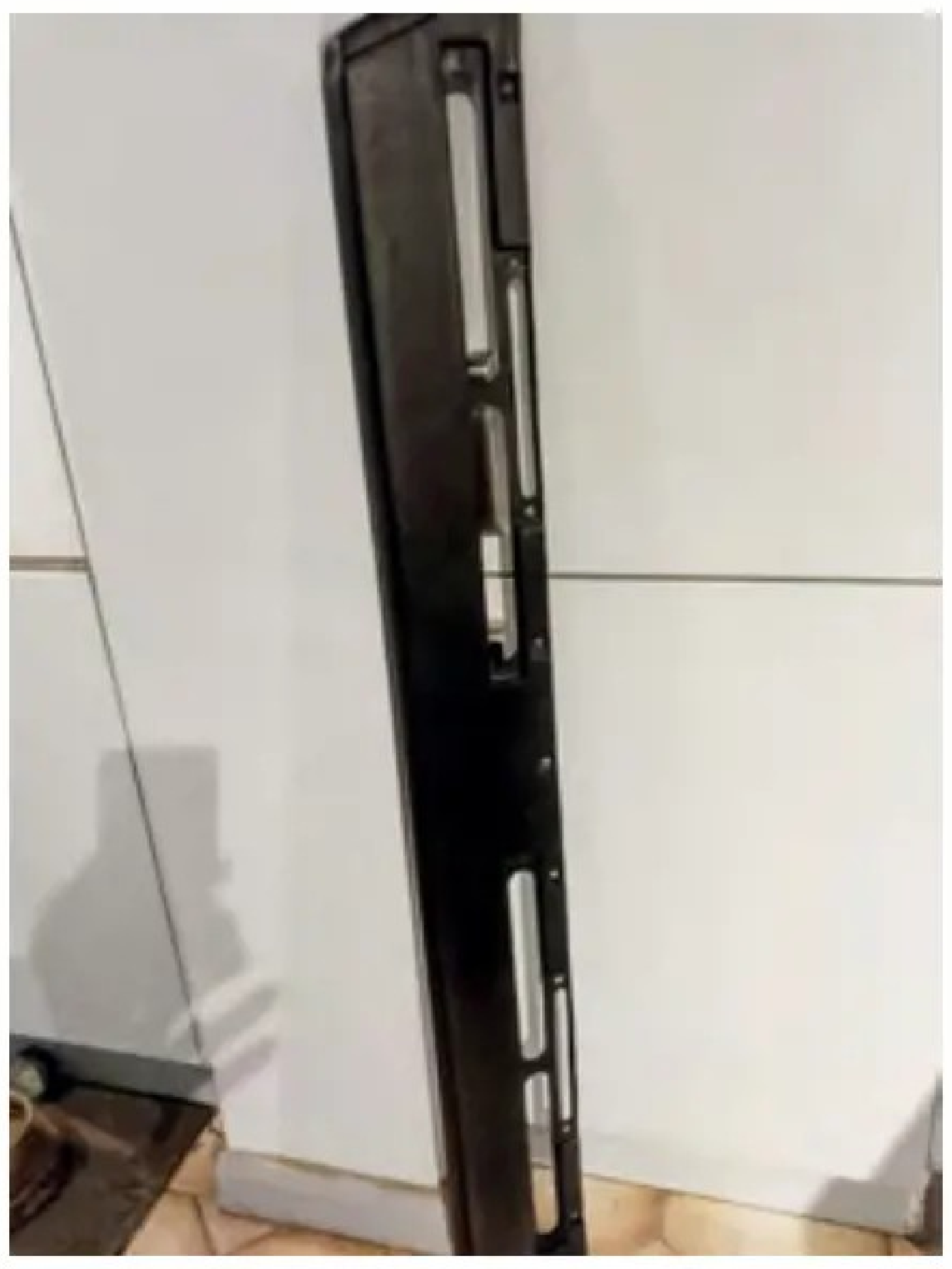
The only other source is P A Blanchard which has a stock of genuine NOS ones which are expensive (£695) but I don't have a choice. So I bought one to replace the existing one which I shall be getting quotes for having it repaired if the metal structure is sound.

Only the pre-November 1975 dashboard tops are available, part number 346750. The November 1975 onwards are not available anywhere.

Is it possible to have a feature about this seemingly much neglected part?

Vic Butler

CLR Replies: Hi Vic, thanks for raising this and it is certainly something we can look to feature in a future issue.



What's in a name?

I am just reading my latest Classic Land Rover Magazine November edition.

I always read with interest your features and articles.

One part of the body I read in the magazines and hear at Land Rover events is how when owners talk about the rear body they refer to it as the rear tub.

Have you any thoughts on who started calling the rear body a tub?

One other term that fascinates me is those who refer to a Station Wagon as a Safari?

One thought I have is that during the 1960s on TV were a husband and wife team of naturalists who made documentaries in Africa of their travels and I think they used an early Station Wagon. They were Armand and Michaela Denis.

I can recall they would say at the start of each programme let's go on safari.

My other thought is that Rover ran the early owners' club and would put on weekend events for owners under the control of Tim Harding from our publicity department and during my apprenticeship I can recall these and they would be called Land Rover Safari drives.

Also Geof Miller and myself put on the first competitive event at Eastnor Castle.

It would be interesting to find the origins of rear tub and safari.

Roger Crathorne

Tub or body tub - I am inclined to think that this is an American term creeping into UK English - looking at some American magazines that I read, there's lots of references to body tubs and 'tubs' as the shortened form.

The Willys Jeep 'tub' for example is a Jeep's complete body from the included firewall/bulkhead back meaning that the bonnet, wings and grille are the only parts not included.

Roadsters such as Model Ts and similar are described in the same even if they have opening doors so it's understandable that the four sides and a floor could resemble a tub (which in itself might be a contraction of 'bath tub'.

I have no evidence for this other having read the way US magazines describe classic vehicles and the bodies fitted on top of a separate chassis. It is easy to imagine that similar thinking has led to the rear (four sides and a floor) body of utility Land Rovers is becoming described as a tub - I have undoubtedly used the 'tub' term without considering its origins.

Safari is a different question. That TV series you mention is slightly before my time although I know my mum and dad had a book by the couple. Around the same time one of the dad's of one of the lads in our Scout troop had a 109in Series III Station Wagon and it was always referred to as a 'safari' Land Rover.

Similarly, I still have a Lesney 'Matchbox' Series IIA 109in from the mid-sixties that was one of my toys (the Land Rover bug started with me at a young age!).

It is quite an accurate model - blue-painted with brown plastic 'luggage' on its roof. On the baseplate it is clearly labelled as a 'Land Rover Safari' so the 'Safari' name, unofficial though it is, started at least 60 years ago.

I think that it must be because the 109in SW was suited to safari parties so, as is often the case, the nickname became a widely used description of the vehicle. (There may have been an element of that in 88 and 109 as nicknames that influenced the 90 and 110 designations).

I have an old B&W photo of a 109in taking guests at a posh African hotel out to see the great migration and can imagine the hotel promoting the trip as being in 'modern safari Land Rovers.'

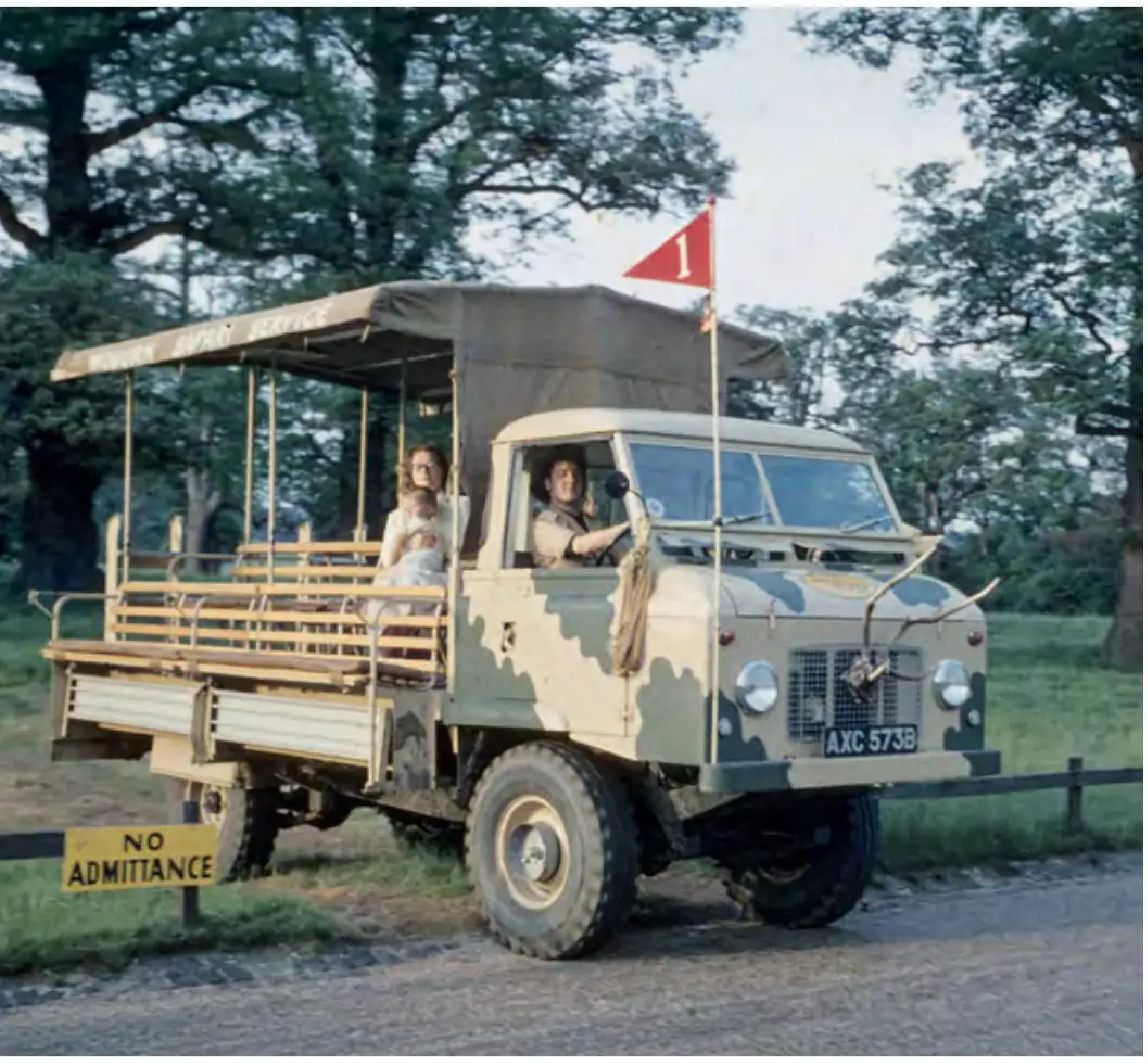
The club thing is interesting too as 'competitive safaris still the accepted name for Land Rover club speed events. That name must have started as something completely unofficial.

John Carroll – editor at large

Please send in yout news, views and letters for inclusion in these pages. It may be a show you're organising, a special Land Rover you own or know of, a product you've developed or anything else you think may interest our readers.

Please email news@classiclandrover.com

No Stripes, but 32 Seats - or more



Eric Hayman reckons that game park Land Rovers were painted “the almost-obligatory black and white zebra stripes” (CLR November). Well, mine wasn’t. It was mock army cammo, but it was special in another way.

In the early 1960s, before Chipperfields established the Woburn Safari Park, there was an earlier way of getting around the Abbey grounds to see the many worldwide species of deer that had been collected by various Dukes of Bedford.

An enterprising publisher of natural-world magazines established half-hourly 4x4 trips around the park, with an ‘expert guide’ driving and describing the Sika, Pere Davide and Muntjak herds.

I was, at weekends, one of those ‘expert guides’. That just meant I’d been reading the Observer’s Book of British Deer under the desk at my final student lecture of the day... but so long as you’re one page ahead of the punters, you’re an ‘expert’.

A number of different vehicles were employed, but my favourite was the Series 2A Forward Control, with two rows of eight seats placed back-to-back on the flatbed. Chassis outriggers meant that a further row of eight seats could be positioned on either side with fold-up footrests, making it into a 32-seater or 34 if you counted the two in the cab.

It was a very wide beast, and special permission had to be sought to allow it to cross the public roads that run through the park.

Even in standard trim, Forward Controls feel prone to overbalancing and there was always the fear that if you did roll it, you’d kill or seriously injure at least 16 people.

After a few trips that feeling wore off, and one got used to gently traversing rough ground in search of the deer to talk about, while holding the microphone and double-declutching.

But there was one big disadvantage - you couldn’t get nearer than about 100 yards from the herd and never in among them.

That meant that only one side of the Land Rover’s passengers could see the deer you were talking about. You then had to turn 180 degrees so that the other side got their chance to take photographs.

That not only extended the duration of the trip, but the park staff objected to the many circular tyre tracks appearing in their grass.

The Land Rover wasn’t the ideal vehicle it was designed to be. The best was an ex-navy Bedford bus with Land Rover running gear fitted to give it four-wheel-drive.

The window glass was taken out to allow reflection-less photography, and it had the clear advantage of easy access through the side door.

It was also great fun to drive. However, once the Safari Park was opened, there was no future for the Woburn Safari Service - after all, who would want to see boring fallow deer when you could drive your own Ford Anglia alongside lions and tigers and have baboons steal your wiper blades? The service closed.

And what of AXC 573B? I heard tell that it went back to the Rover Company and, with a new rear body, accompanied a charity event around the British coastline.

It was abandoned on a Welsh beach with gearbox troubles, but whether the tide got it, or an enterprising farmer rescued it with his tractor, fettled the gearbox, and used it as his farm hack, I don’t know.

It’s not on the DVLA database. But I still have fond memories of a unique Land Rover... the only 32-seater ever built.

Graeme Aldous

Limited edition calendar and cards

Regular Classic Land Rover contributor Louise Limb has brought together 12 of her fabulous line and wash drawings of Land Rovers and illustrated maps for her 2025 A4 sized, limited edition calendar.

Only available directly from Louise Limb via her web site with prices starting at £19 including UK post and packing.

Each one of the first 100 calendars comes numbered and signed by Louise, making it the perfect collectable Christmas present.

Louise’s classic Land Rover Christmas cards are also available to purchase online in packs of a single design, a large selection produced on heavyweight card, A6 in size and the print good enough to frame when the festive season’s over.

Louise also produces larger signed prints to order, with some as limited editions, each making an ideal gift.

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Rare piece of kit

Louise Limb's mention of Julian Shoolheifer's Hesford trailer-mounted, PTO-powered winch in her article about the 2024 Patina National RTV trial (CLR No 139) had me searching for information about this now rare piece of forestry machinery.

There was a time when enterprising third-party manufacturers came up with all sorts of equipment that could be fitted to off-roaders. The need for winches to haul out felled timber produced more than one brand.

Whereas the more obvious means of motive power would have been an agricultural tractor, the fact that so many of the early Land Rovers were bought for use on farms meant that a winch intended to be hauled by - and driven by - a Series One or Series II or IIA should have been a good seller.

Based at Ormskirk in Lancashire, CM Hesford & Co Ltd obtained approval from the Rover company for its winch using a five-eighths of an inch wire rope with a length of 250ft that had a pulling capacity of 10,000 lbs.

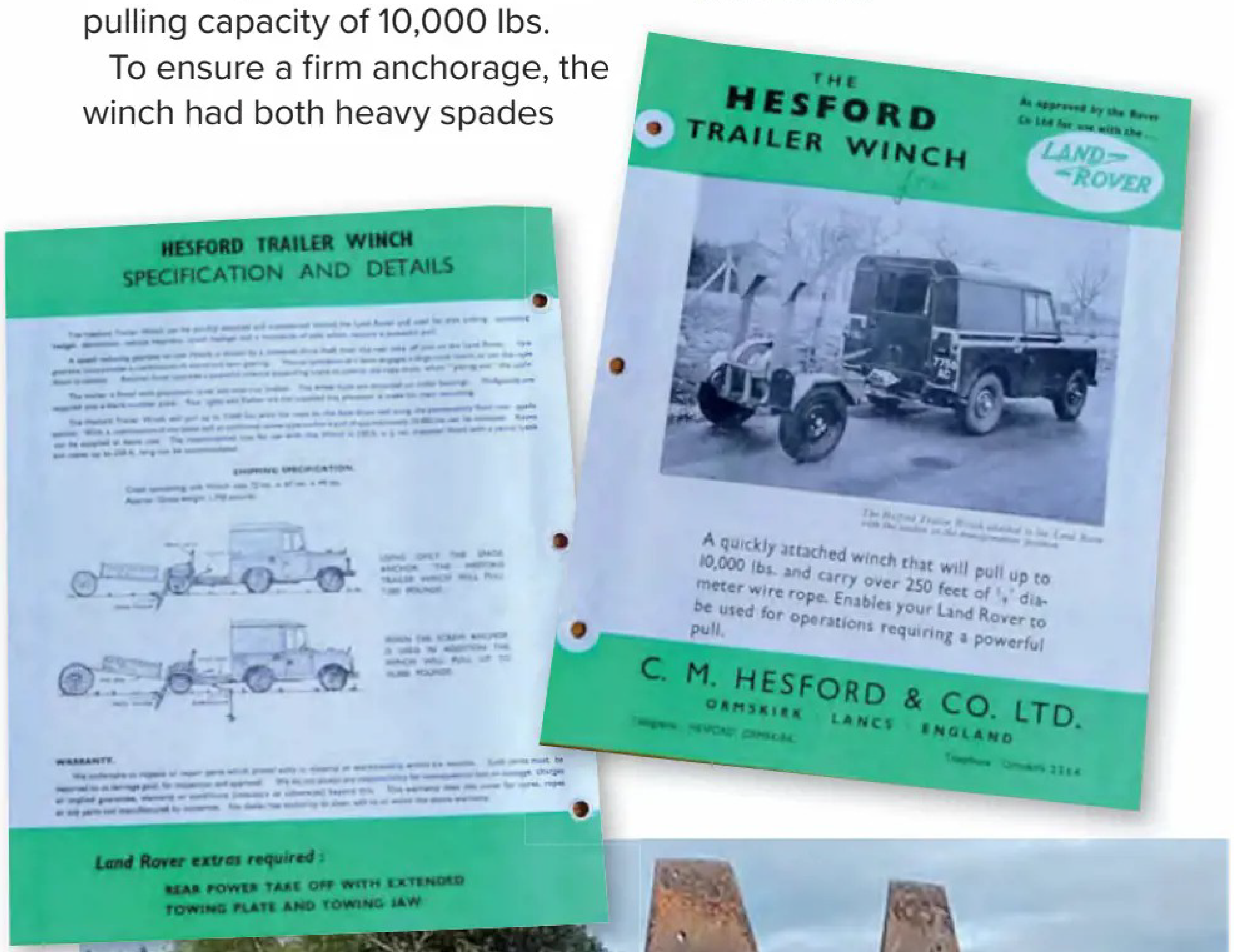
To ensure a firm anchorage, the winch had both heavy spades that dug into the ground and a vertical auger to be screwed deep into the soil.

A drive shaft connected the winch to the Land Rover's rear PTO, and levers controlled the take up of the wire.

A promotion leaflet found online shows the winch being towed by a hardtop SWB Series II or IIA, with the PTO drive shaft in place. The 7758 AC registration of the SWB was surely a pre-war one; probably a transfer from the original vehicle. The DVLA now has it on a 2018 blue Ford car or van.

Online pictures also show a Hesford winch designed to be attached to a Ferguson tractor; and one actually fitted to a Fordson Major. Perhaps Julian was hoping to put his winch to good use at the National Patina trial.

Eric Hayman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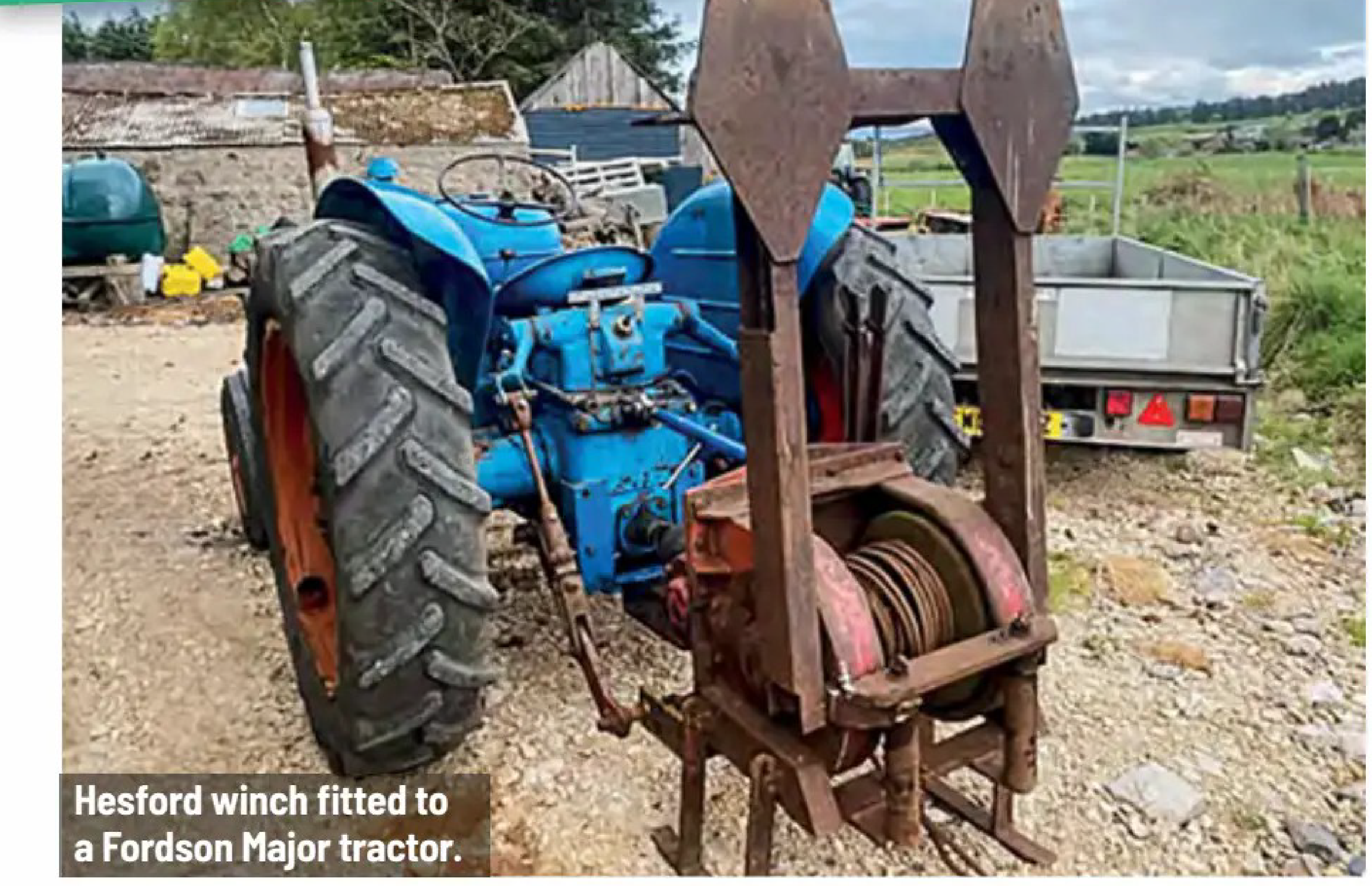
BELOW: (Right) Hesford winch promotion leaflet – front cover. The winch coupled to a Series II or IIA SWB hardtop; (Left) Hesford winch promotion leaflet – how it looks when in use and driven from a Land Rover's PTO.


Hesford winch fitted to a Fordson Major tractor.

It's that time of year again

Calder Valley Land Rovers Buddin' Pudding Run will take place on Sunday December 8.

The vehicles will be departing from The Sportsman's Inn, Rochdale Road, Halifax HX4 89PL around 1pm and the finishing point is The Old Bridge Inn in Ripponden.

The route is around 50 miles. Those taking part are invited to line up their decorated Land Rovers from 4pm as part of the Ripponden Christmas Fair that will be taking place around the pub/church.

A spokesman for the event said: "It would be good to see you all again, explore some more less well trodden local roads and hopefully we can raise some more money for a worthy cause as well."

Keep up the good work

I recently read an article on Facebook suggesting the content of CLR has diminished in recent times and it's not worth buying anymore.

I found my first CLR in a news-agents in Alice Springs in 2017 and have been buying it via my local newsagent in Adelaide ever since.

Quite honestly I couldn't tell you how much it cost me in 2017 nor how much I pay for it now, as when I collect it I get a magazine for my wife at the same time.

Do I think I'm getting value for money? Yes. Has the style of the magazine changed? Yes, in fact I'd probably be a little disappointed if it hadn't.

I'm currently half way through issue 135 and have 136 waiting on my table when I finish this email.

I particularly enjoy the travel stories but think the mix is just right, I don't find it necessary to vent my thoughts on social media, but I do like to give positive feedback.

I think you are all doing a great job, so keep up the good work.

***CLR says:** Thank you very much for such a positive message and for taking the time to write it. I am pleased you like CLR and have enjoyed it for so long.*

EVENTS

PLEASE NOTE: It is always important to check that an event is still going ahead or for any special booking conditions before setting off

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MUSINGS ON THE YOUTH

Beth Benson discusses the future of Land Rover clubs and the emergence of younger enthusiasts

WORDS **BETH BENSON** ILLUSTRATION **LOUISE LIMB**

Having gone back and forth between secretary and treasurer of The Yorkshire Land Rover Owners' Club for the last ten years, I am aware of the ongoing discussion of how to arrest the steadily declining numbers of competitive members in the club scene.

The oft-trotted out trope of 'there are no young people joining' or 'the vehicles are too expensive or shiny to trial' carries some weight around ALRC affiliated clubs – and it's a valid argument that has been levelled many a time at several club events over the last few years.

But, there is a counter to this point, an alternative that is plain to see if we look a little closer and diversify our ideas of what a Land Rover club could, and should look like.

Land Rovers are cool. Adventuring in Land Rovers is cooler. Adventures in classic Land Rovers is the coolest. Instagram tells us so and I should know, I'm only 32!

But here's the thing. In my day job, I'm a teacher: the kids think I'm old but in the Land Rover scene, I'm a spring chicken. And on the face of it, the disconnect seems to be there. I am among the youngest in our club, but I shouldn't be, there should be a whole generation of members younger than me. So where are the youth? And what are they doing with their Land Rovers?

They are there because we can look to the emergence of online-based clubs in the last few years (think Four Pot or 1,2,3 Club), where the average age sits much lower than that of the traditional ALRC clubs.

So, what are they doing that means that younger people with Land Rovers, or at least an interest in them, opt for say, Four Pot over the LRSOC?

It could be a question of online profile – but that seems like a lazy explanation. It could be the notion that 'they don't want to trial' but that doesn't explain the declining numbers in non-competitive clubs either. It could just be that we aren't seeing that they are there.

> 'Competing this year was a cluster of young folk; teenagers who had grown up in and around Land Rovers'

Recently I was at the Patina National – a highlight of the calendar each year and one of my favourite events – and it was there that I realised, I'd found the youth.

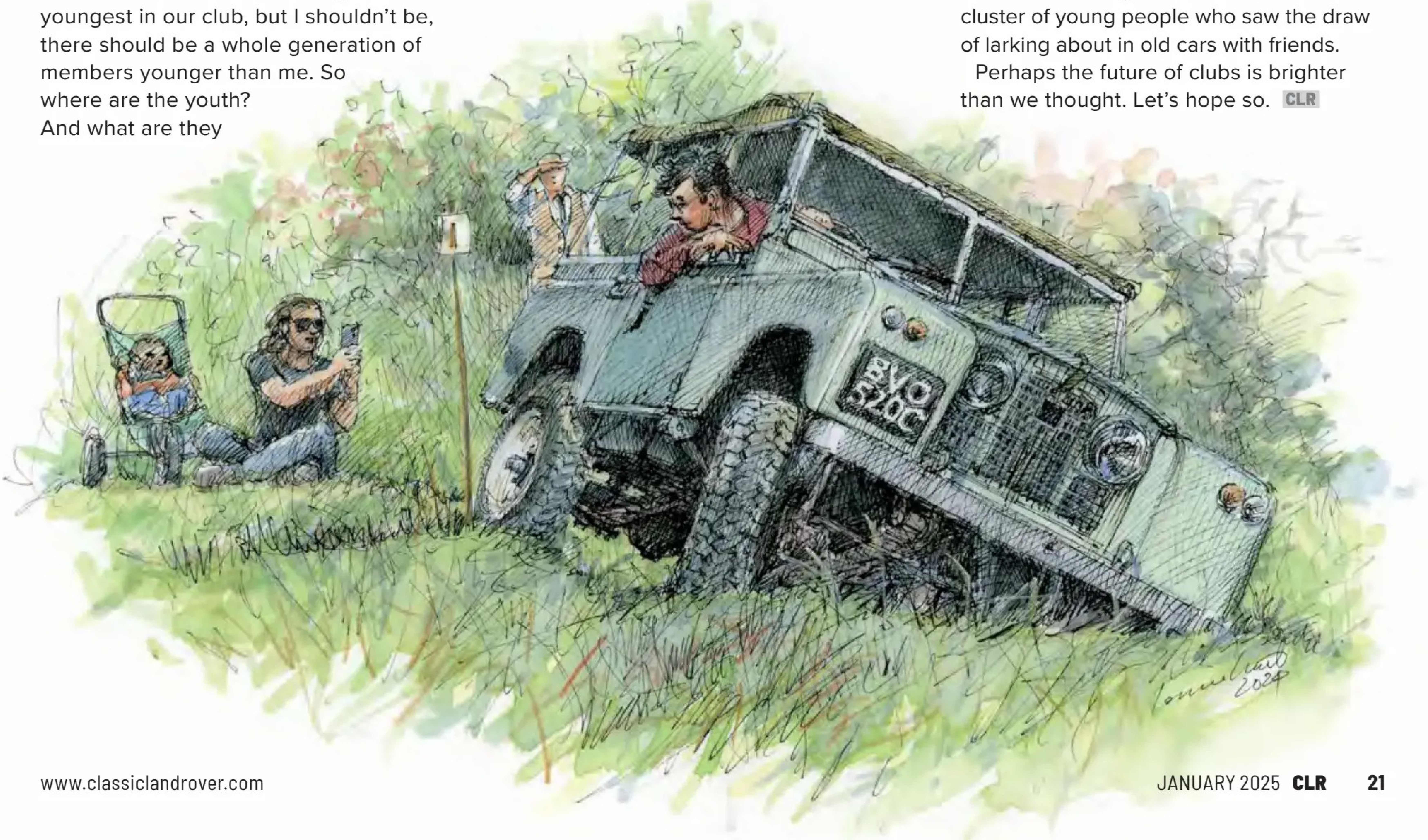
Plain to see, there they were – the next generation of not just Land Rover owners, but the lesser spotted 'triallers' too. Competing this year was a cluster of young folk; teenagers who had grown up in and around Land Rovers and who had taken the mantle of keeping the scene alive.

From building their own Series vehicles to driving in dad's car, the Patina this year was all the better for decades-old, well-known, trialler vehicles getting thrown around the course by 'just passed' novice drivers or 'just about old enough' navigators directing dad with plenty of even younger folk happily spectating from the sidelines.

When John Carroll conceived of the Patina as a concept, he wanted it to hark back to the days of old – when Land Rover events were a simple affair of cars, beer, fire and fun.

So, it felt quite poetic that this year we had all those things, but we also had a greater number of multi-generational entries and a cluster of young people who saw the draw of larking about in old cars with friends.

Perhaps the future of clubs is brighter than we thought. Let's hope so. CLR



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KETTLE AND WOOD STOVE

Craig Allen tries out a new kettle and wood-burning stove combination

WORDS AND PICTURES **CRAIG ALLEN**

The Eagle Products kettle sits neatly on the wood-burning stove

This year I decided to experiment with some new camping kit to use on my Land Rover trips. I already have everything I need but it's always interesting to try new gear and see how well it performs.

My latest purchases have been the Eagle Creek Kettle and an inexpensive wood-burning stove discovered on eBay.

I thought these two would work well together and make a change from my usual brew-making setup.

Eagle Products is a Norwegian Company that is not so well known in this country. It produces high-quality camping and hiking gear including items for the camp kitchen.

The company's kettles are made from stainless steel with a copper-coated base to aid heat transfer. They are available in three sizes 0.7, 1.5 and four-litre and are designed for use with gas cookers or an open flame.

I chose the smallest 0.7 model which is sufficient for two people. It came nicely packaged in a nylon storage bag and was a quality item.

There are twin wire handles which fold down for storage with a metal lid and simple spout, that's about it.

Used with my gas stove it boiled water quickly and efficiently but was slower with the wood burner. Using twigs or the Trangia burner also leaves lots of carbon on the base, but this is cleaned off easily enough with a bit of elbow grease.

The only negative I could find was that the copper base is quite slippery when used with small camping stoves.

These kettles aren't particularly cheap. I paid £32 for mine on eBay, but they are well-made and look like they will last a lifetime.

Available online at Woodlore and eBay for £36-£60 depending on capacity.

The wood-burning stoves are available cheaply online under various names and are doubtless all made in China. Nevertheless, they looked to be a well-thought-out and compact wood burner so for £17 I thought it worth a punt.

> 'The only negative I could find was that the copper base is quite slippery when used with small camping stoves'

Wood-burning stove: A healthy flame with some dried twigs from the garden

The stove is made from stainless steel and comprises four separate sections which stack neatly together. Mine came without a box but was packed in a thick nylon mesh bag with a drawstring. This looked quite useful for storing the stove when not in use and handily also fits the kettle.

First impressions were quite good, it seemed reasonably well made and although it came without instructions was easy to assemble. The base and fuel section are both ventilated, and the pot rests fold out to support your pan or kettle.

I loaded the stove with some dried twigs from the garden and used a wax fire lighter to get things started. I soon had a healthy flame going, popped on the kettle and waited.

To be honest it took a while to heat the water which didn't reach boiling point. I then tried with a Trangia burner, and this was far more successful at boiling the kettle, although it still couldn't be called quick.

I was also using one of the burners from a Swedish Army stove which are bigger than the regular ones.

My conclusion is the stove worked well enough as long as you have the time. I think with patience and more fuel I would have been able to boil the kettle with the twigs. You could also use biofuel.

It is small and light enough to carry in a backpack and the fuel is essentially free. CLR

The Eagle Products Kettle and wood-burning stove make for a useful combination

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TURN THE PAGE

As the dates for 2025's Land Rover events are announced it's time to start making plans.

WORDS AND PICTURES **JOHN CARROLL**

Series One Land Rovers at the 2024 Land Rover Series One Club rally in the North Yorkshire sunshine. Club rallies and Land Rover events remain an integral part of the enthusiast scene

At the time of writing, the final page will soon turn on another year and 2024 will become 'last year'. We can therefore start looking forward to the calendar of Land Rover events for 2025, some of which have been announced.

The Practical Classics Classic Car & Restoration Show at Birmingham's NEC takes place over three days from March 21-23. I've been a few times and there are always a few Land Rover clubs exhibiting and lots of tool and ephemera stands. It's worth a visit but at around £30 a ticket per adult, it's not a cheap day out.

Other commercial-type events in the spring include the smaller annual 4x4 Expo at Bingley Hall in Staffordshire (www.4X4expo.co.uk) on February 23. I have been to this one-dayer a couple of times and, while its focus is not especially classic, it's worth a look if you need a recovery kit or just want to catch up with mates during the winter.

The more regional event that is the Great British Land Rover Show is to be held at the Bath & West Showground in Somerset over the weekend of April 26-27 where there is camping. A week later is the Land Rover Global Gathering in Leicestershire over the May Day bank holiday. I haven't been to either of these. Another general show is the independent Billing Off-Road Show (www.thebillingoffroadexperience.co.uk) scheduled for June 28-29. This is largely focused on the long-established, off-road course on farmland in Billing, Northamptonshire.

The biggest of the still extant commercial Land Rovers is the LRO Show, confirmed for the weekend of September 6-7 at Belvoir Castle near Grantham in Leicestershire.

Despite the magazine in the show's name being no more, its organisers have continued with the event that was moved from Peterborough for a few years.

CLR Magazine has had a stand there over the past couple of years. Also scheduled for September is the established Amberley Museum Land Rover event (www.amberleymuseum.co.uk) on September 28.

It's a gathering for classic Land Rovers at the museum near Arundel in West Sussex. The museum in the South Downs National Park has everything from vintage vehicles to narrow-gauge railway and historic buses on display. I haven't yet managed to attend the event largely for reasons of distance but do fancy going to it.

Club events are crucial to the Land Rover scene and, what's probably the longest-running Land Rover event, the Land Rover National Rally is confirmed for a site in Stainby Quarry near Grantham on its traditional bank holiday date of May 23-26 (https://alrc.co.uk/national-rally).

It is being jointly hosted by Leicestershire & Rutland, Lincolnshire and Peak & Dukeries Land Rover Clubs. For decades I went to this almost without fail but have become less interested now it is almost wholly a motorsport event.

Possibly because of this evolution other national clubs' events have come to prominence, especially the annual rallies of the Series One and Two Clubs.

The former's members-only rally is going to take place in Devon and while the date hasn't been officially announced yet, is likely to be June 27-29. In contrast, the Series Two Club has announced its rally for August 15-17 in charming Cartmel on the edge of the Lake District. It will use the racecourse campsite that will be familiar to those who have attended Red Rose LRC's War of the Roses event (this year it will happen on the weekend of July 5-6). Unfortunately but unavoidably, it clashes with the increasingly popular York Land Rover Show (www.yorklandrovershow.co.uk). As you'd expect, camping will be available at all three of these events.

It's going to be another busy year of weekends with still more to come as the dates for the Gaydon Land Rover show in Warwickshire and lots of club events are yet to be announced. CLR

> 'The Series Two Club has announced its rally for August 15-17 in charming Cartmel on the edge of the Lake District'

The recently installed tilt and windscreen proved valuable in reducing mud ingress at the Ffos-y-Fran trial

JIM WILLETT

VEHICLE: 1955 EX-MOD SERIES ONE 86IN TRIALLER

OWNED FOR: TWO YEARS

> ‘The Series One performed well, but my trial driving skills were certainly very rusty’

TRIALLING TIMES

Jim Willett’s 86in has been a trialler for several decades: a couple of trials with the Wye and Welsh Land Rover Club see it back in its natural habitat

WORDS **JIM WILLETT** PICTURES **RICHARD HALL**

I have been fortunate to have been sent several photographs and videos of my Series One trialling over several decades before I owned it.

By all accounts, it was quite a competitive machine throughout its long trialling history. Regular readers of CLR may have noted that most of the work completed since my ownership of PRF 368B has been to make it more usable as an all-round road-going vehicle, however, my intention has always been to continue to trial it as well.

My 86in had been used as a cross-country vehicle (CCV) trialler, but the previous owner hadn’t competed and the one before had used it for non-Association of Land Rover Clubs (ALRCl) events, so somewhere along the way it had lost its competition logbook.

One day, I would like to return it to CCV specification, but until then, I will have to make do with competing in road-taxed vehicle (RTV) trials.

The Wye and Welsh Land Rover Club hold monthly RTV and CCV trials, as well as various other events. I have been a member for about 20 years, but work and family commitments prevent me from attending more than a handful of events per year.

For the past couple of years, my attendance has been only to marshal, as the Land Rovers I have been driving were not eligible for one reason or another.

Without an ALRC logbook, PRF 368B hadn’t been eligible for any trials before I had swapped its front roll hoop for a tilt and windscreen, as doortops must be fitted to enter most RTV trials.

Lack of recent experience seemed like a useful excuse for not doing very well, so my first RTV of 2024 was at Whitecliff Quarry, just a few miles down the road from my home in the Royal Forest of Dean.

The Series One performed well, but my trial driving skills were certainly very rusty.

Along with two other entrants, I fell into Class 7 for modified leaf-sprung 86in and 88in vehicles, the rest being coil or air-sprung.

My performance and the field of vehicles were similar at the next event on the recently closed Ffos-y-Fran open-cast coal mine site near Merthyr Tydfil. Both days provided great competitive off-roading, excellent company and didn’t inflict any damage on the Series One. That is a good enough result for me!

Contact: www.wwlrc.co.uk or Wye & Welsh Land Rover Club on Facebook. CLR

The Whitecliff trial was entered by a good mix of Land Rovers, including several in the leaf-sprung class

The 86in still performed well after its short break from trialling: more than could be said of its driver!

A statue outside the David Livingstone Birthplace Museum depicts Livingstone being attacked by a lion

ANDREW STONE

VEHICLE: 2014 110 TDCI

OWNED FOR: COMPANY VEHICLE

DR LIVINGSTONE, I PRESUME?

While on a recent trip to Scotland, **Andrew Stone** could not pass up the opportunity to visit the David Livingstone Birthplace Museum in Blantyre

WORDS AND PICTURES **ANDREW STONE**

Back in 2007 I was tasked by the editor of the South African travel magazine I worked for to drive from Johannesburg to Cape Town using only dirt roads. The distance between the two cities along the main N1 (tarred) motorway is just under 900 miles, so doing it on dirt roads would add considerably to the distance and time taken as lower speeds would be required.

I planned to do the trip over three days and would be driving a new Ssangyong Kyron while towing a Sherpa Tiny caravan weighing just 1,235 lbs.

I had been travelling around southern Africa a lot at the time and had taken a keen interest in Scottish explorer and missionary David Livingstone's travels on the African continent.

As part of my journey, I planned to visit the Mary Moffat Museum in Griquatown in the Northern Cape province. Mary, who was married to Livingstone, was born in the town and the museum is in an old mission house which served as the Moffat residence before they moved to Kuruman.

The Moffats and Livingstones were later frequent visitors to Griquatown, and the museum features several artifacts related to their time there.

Of course, it was impossible to do the entire trip on dirt as I could not leave my house or get out of Johannesburg without driving on tar.

But once on the dirt sections, the real problems began. Issues with the vehicle's electronics resulted in the engine management light coming on which in turn led to a reduction in power which plagued me for most of the trip.

In addition, the caravan wasn't sealed very well, and the interior was completely covered in dust just a few hours after starting off. It was so bad I was not able to sleep in it.

Those troubles aside, the highlight of the journey was the stop at the museum, and I was grateful for having the opportunity to do so.

More recently, while on a trip to Scotland in October, I could not pass up the opportunity to visit the David Livingstone Birthplace Museum in Blantyre. Set along the banks of the River Clyde, the museum provides a comprehensive timeline of Livingstone's journey from Scotland to Africa.

After having retraced some of his footsteps on the African continent, it was a moving experience to peer into the small room in which he was born and subsequently lived with his parents and siblings. It was certainly a highlight of my trip, and I savoured the few hours I had there. Livingstone is seen as the ultimate African explorer, and I've always been impressed with what he achieved during his travels on the continent using only ox wagons and human power. Just imagine what he could have achieved if he had a Land Rover. CLR

> 'It was certainly a highlight of my trip, and I savoured the few hours I had there'

The room in which Livingstone was born and lived with his parents and siblings

The David Livingstone Birthplace Museum in Blantyre, Scotland

OPENING HOURS

The museum is open daily between 11am to 3pm (the last admission is 3pm)

Tours run at 11am on Wednesday, Friday and Sunday.

Prearranged large groups are welcome to visit any time. Contact bookings@dltrust.uk for further information.

For more information visit www.david-livingstone-birthplace.org/

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PHOTO ROS WOODHAM

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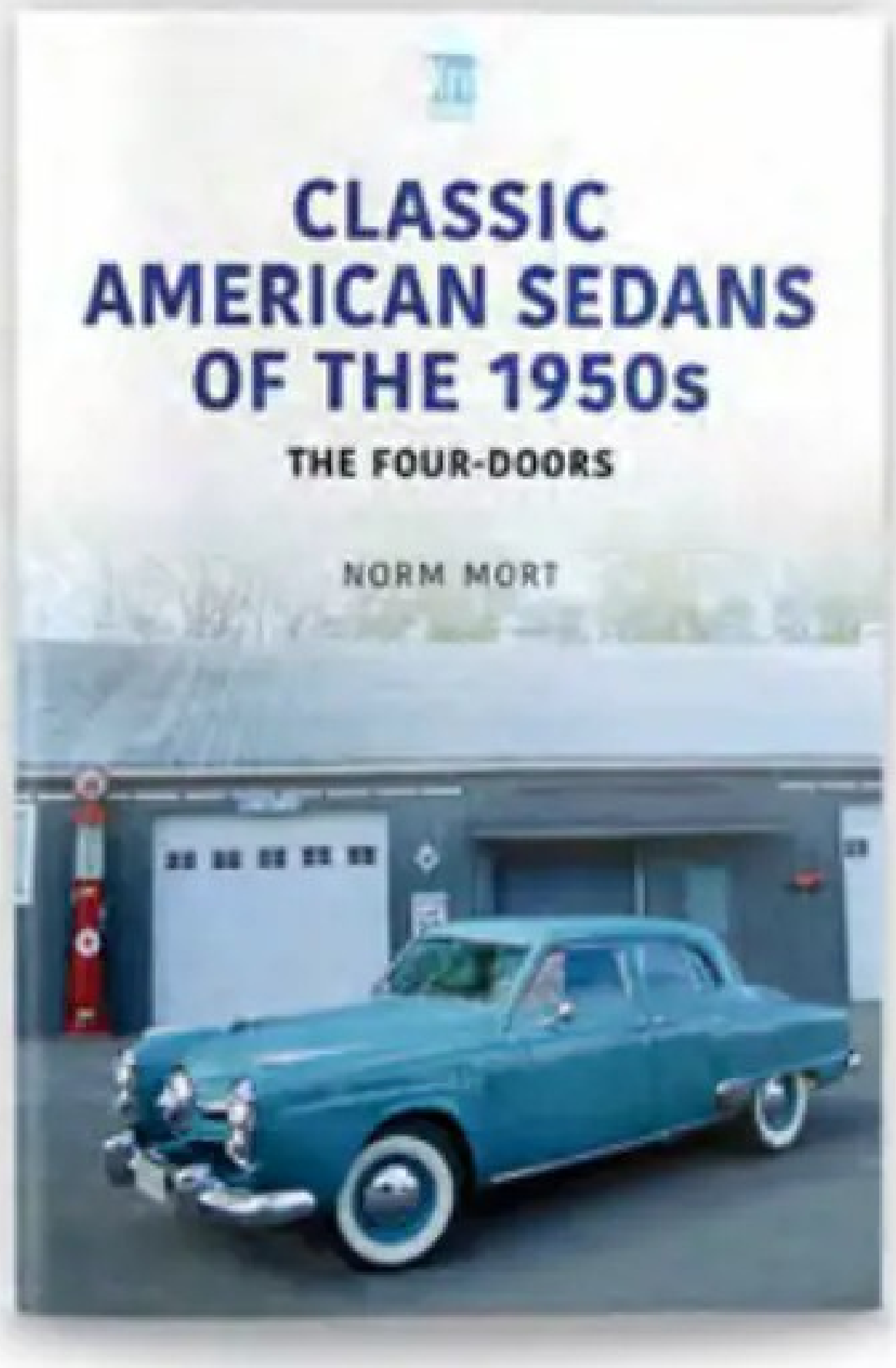
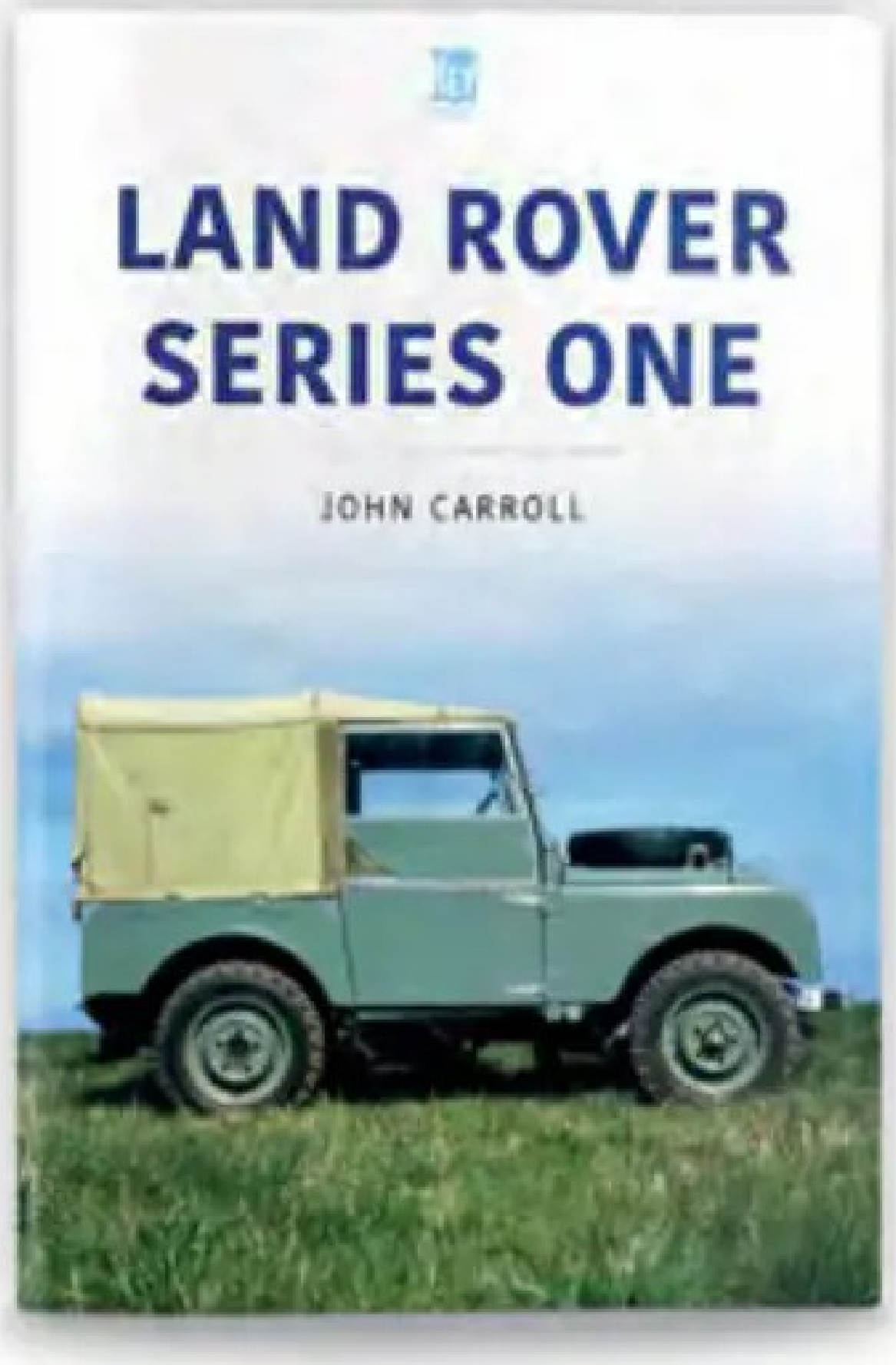
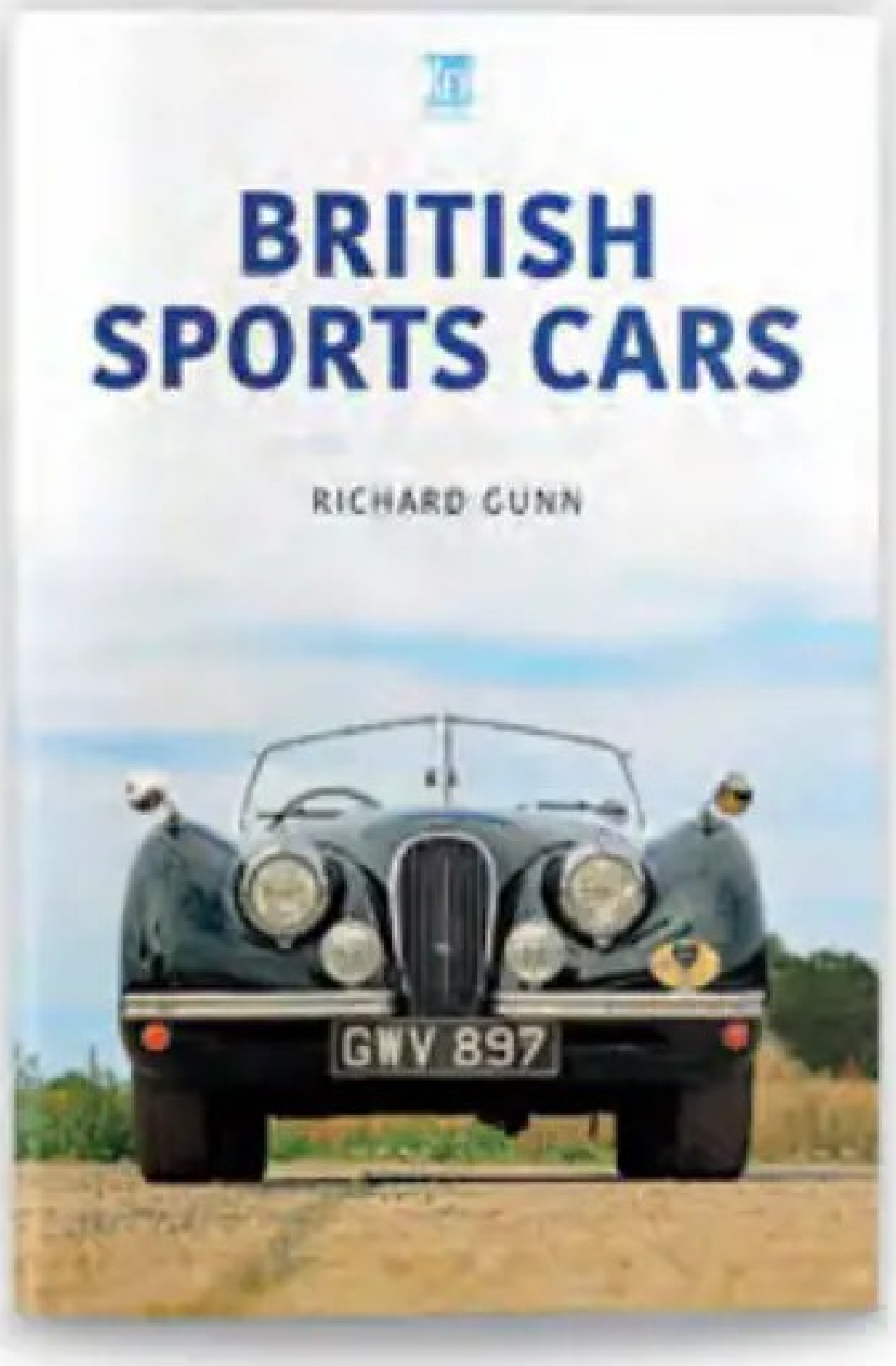

CLASSIC AMERICAN SEDANS OF THE 1950s
THE FOUR-DOORS
NORM MORT


LAND ROVER SERIES ONE
JOHN CARROLL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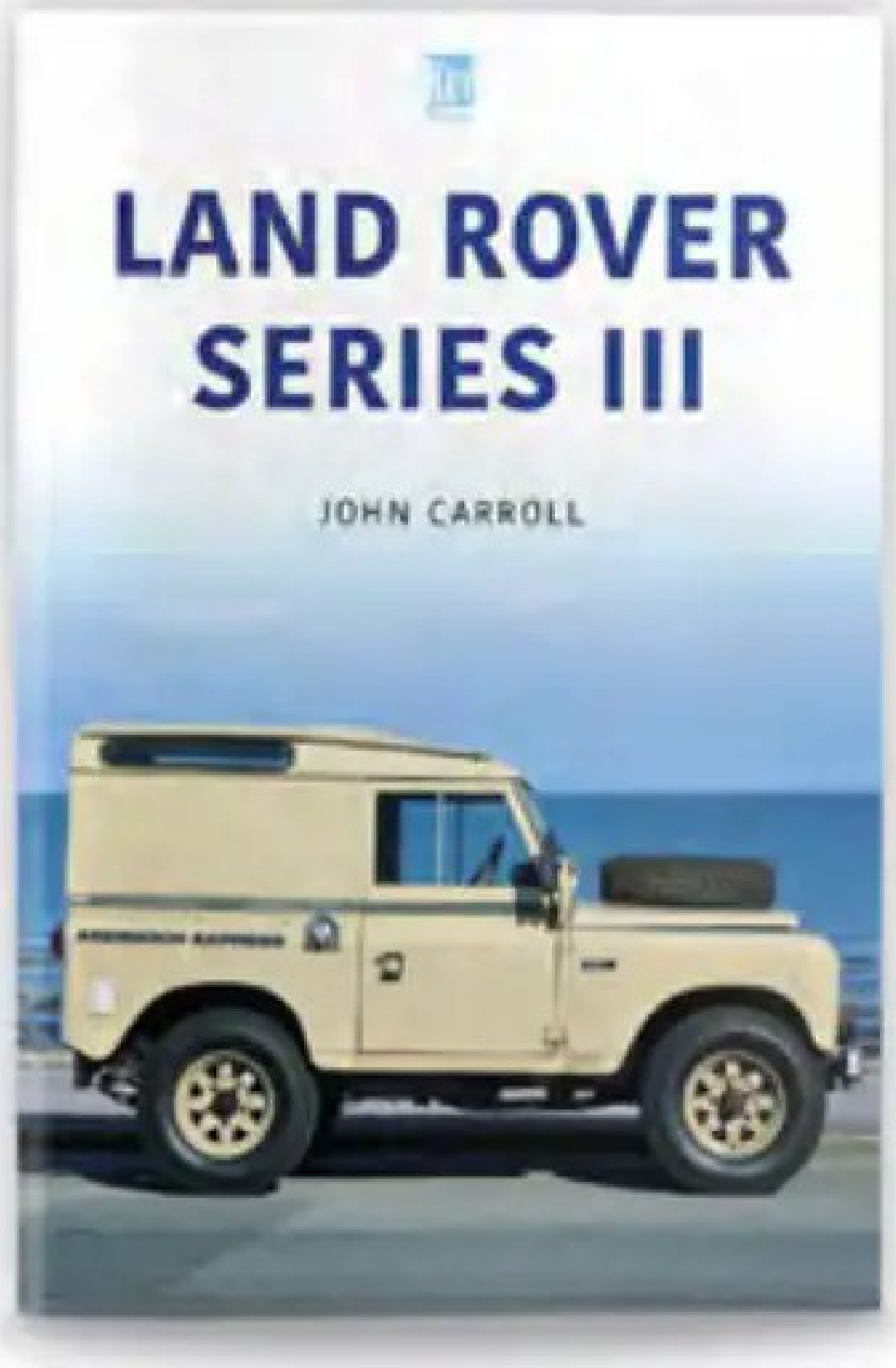
LAND ROVER SERIES III
JOHN CARROLL

We look forward to hearing from you!

The Td5 had been suffering a persistent coolant leak and then the starter packed up

UPS AND DOWNS

Craig Allen reports on the latest developments in his efforts to keep a 20-year-old Defender on the road

WORDS AND PICTURES **CRAIG ALLEN**

CRAIG ALLEN

VEHICLE: VEHICLE 2003 TD5 90

OWNED FOR: EIGHT YEARS

> ‘On dropping the oil, several litres of coolant poured out first, so that’s where it was all going’

For those readers who have been following the trials and tribulations with my Td5 Defender, there have been a few new developments.

After spending a substantial wad of cash on repairing the head gasket and then replacing the oil cooler, I was still experiencing issues.

The engine was using an excessive amount of coolant which I was constantly having to top up. I therefore returned the vehicle to the garage for a service and health check.

On dropping the oil, several litres of coolant poured out first, so that’s where it was all going. Coolant in the sump indicates a crack somewhere and the engine is basically ‘gubbed’, a Scottish term meaning knackered, which about sums up the situation.

I didn’t have the funds available for a full engine swap, however, the truck was still running so I drove it home and used it for a few local trips to the gym and recycling centre.

That is until one day it simply refused to start at all. I tried jumping it off our van and all the usual tricks including hitting the starter casing with something heavy.

Frustrated, I called the AA and after a few attempts, the mechanic declared the starter at fault. He did eventually get me going with a tow start but I ordered a new Denso starter that same day.

Meanwhile, a fellow enthusiast recommended using Steel Seal as a possible solution to my coolant leak which seemed worth a try.

I figured if I changed the starter and then used this sealing product on the engine it might keep me rolling for the time being.

I had already booked the wagon into my local garage for the work when an intriguing new possibility presented itself.

Scott Taylor of Oval 4x4, who had originally repaired the head got in touch to see how I was getting on with the truck. After pouring out my tale of woe he thought about it for a minute then asked how I would feel about a straight swap for a 300Tdi with a galvanised chassis.

This was an offer worth considering. He sent me pictures of the Land Rover in question, which wasn’t getting used as he owns another Defender.

The 300Tdi CSW looked pretty straight and then there was the galvanised chassis to consider

It was a CSW 90 which looked pretty straight and then there was that galvanised chassis. A 300Tdi offered less power and refinement than the Td5, but had the advantage of being a fully mechanical engine without complicated electronics.

This meant greater reliability, easier maintenance plus slightly better MPG. It had lower mileage than mine and arguably had more of a classic look with its side stripes and freestyle alloys.

I went to his workshop to discuss things in more detail and learn more about this Defender. It turned out it had barely turned a wheel in the last couple of years and was out of MOT which was an issue. Scott suggested he get it through an MOT and then lend it to me for a week. I could then see if the deal would work for me which seemed fair enough.

I got in touch with him again a couple of weeks later to see if there had been any progress. The news wasn’t great as once he had the 90 up on the ramp it turned out there were far more issues than he first thought.

He was going to price up all the parts and labour needed to see if it was still a viable option.

In the meantime, I could always resort to Plan B and use the Steel Seal. I’ll keep you posted. CLR

Plan B – Steel Seal

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THE BROADS BECKONS

Jon Crocker, his wife, Alison, and their dog Sam take a tour of the Broads National Park

WORDS AND PICTURES **JON CROCKER**

There is so much to see in The Broads: in this respect, I think it differs from many of the UK's other national parks.

That is not to take anything away from Dartmoor, the South Downs, and the North York Moors etc, I love them all, but they are all vast spaces of wilderness, hills, rocks, grass, bracken and sheep, great walks and spectacular views.

By comparison, the Broads is atypical, there is lots of water and it's flat. The highest point is at Strumpshaw just 38m above sea level. Even so, it's a diverse landscape with beautiful waterways, amazing wildlife, enchanting villages, plenty of history and even some coastline thrown in for good measure. It really does have it all.

The Broads becoming a national park was discussed in Parliament in 1954, only three years after the first (the Peak District) in 1951, but it was not until the Norfolk and Suffolk Broads Act of Parliament in 1988 that it reached its current status.

In passing the Act, the government recognised the Broads as having the same status as a national park. However, although it is officially titled The Broads National Park, technically it is not a national park, a fact that still causes some controversy.

Essentially, 'the Broads' are man-made waterways created by peat digging. The first written evidence of this dates to the 12th century when much of east Norfolk had been cleared of its woodland for fuel and building materials.

For the next 200 years peat digging was a major industry that resulted in a unique mosaic of flat landscapes, lakes and rivers.

The park spreads through Norfolk and into Suffolk from Norwich on its western edge to Great Yarmouth on the coast.

Norwich is our nearest city and my wife Alison and I know it well, so while it was not on our itinerary for this trip, we can recommend it for anyone planning to come to Norfolk for a vacation.

It is a beautiful city steeped in history with a magnificent cathedral. There is a pub nearby in Bishopsgate called the Adam and Eve which has been a pub in continuous use since 1249. There are even rumours that it predates this time and was used by the workers building the cathedral.

Great Yarmouth is a classic old-school seaside town complete with arcades, fish »

PDF MAGAZINES: WWW.XSAVA.XYZ

There are plenty of good spots to stop for a coffee break and chips and a major amusement park.

Both Yarmouth and Lowestoft have industry supporting the North Sea oil rigs, gas fields and now the huge wind farms that are around the Norfolk coast.

The big draw is of course the labyrinth of waterways which, in the height of the holiday season, are full of day trippers enjoying their beauty and tranquillity.

There are numerous campsites and hostelries, 125 miles of navigable waterways, 190 miles of footpaths and huge stretches of beautiful unspoilt sandy beaches.

On our trip, we stuck to the small villages, lakes, coast and woodland. We set off on 'Poets Day' (August 21) just after lunch on a Friday driving my Defender 110.

We planned to arrive at our campsite in good time to fire up a barbecue and sit outdoors enjoying a beer or two without needing to drive anywhere.

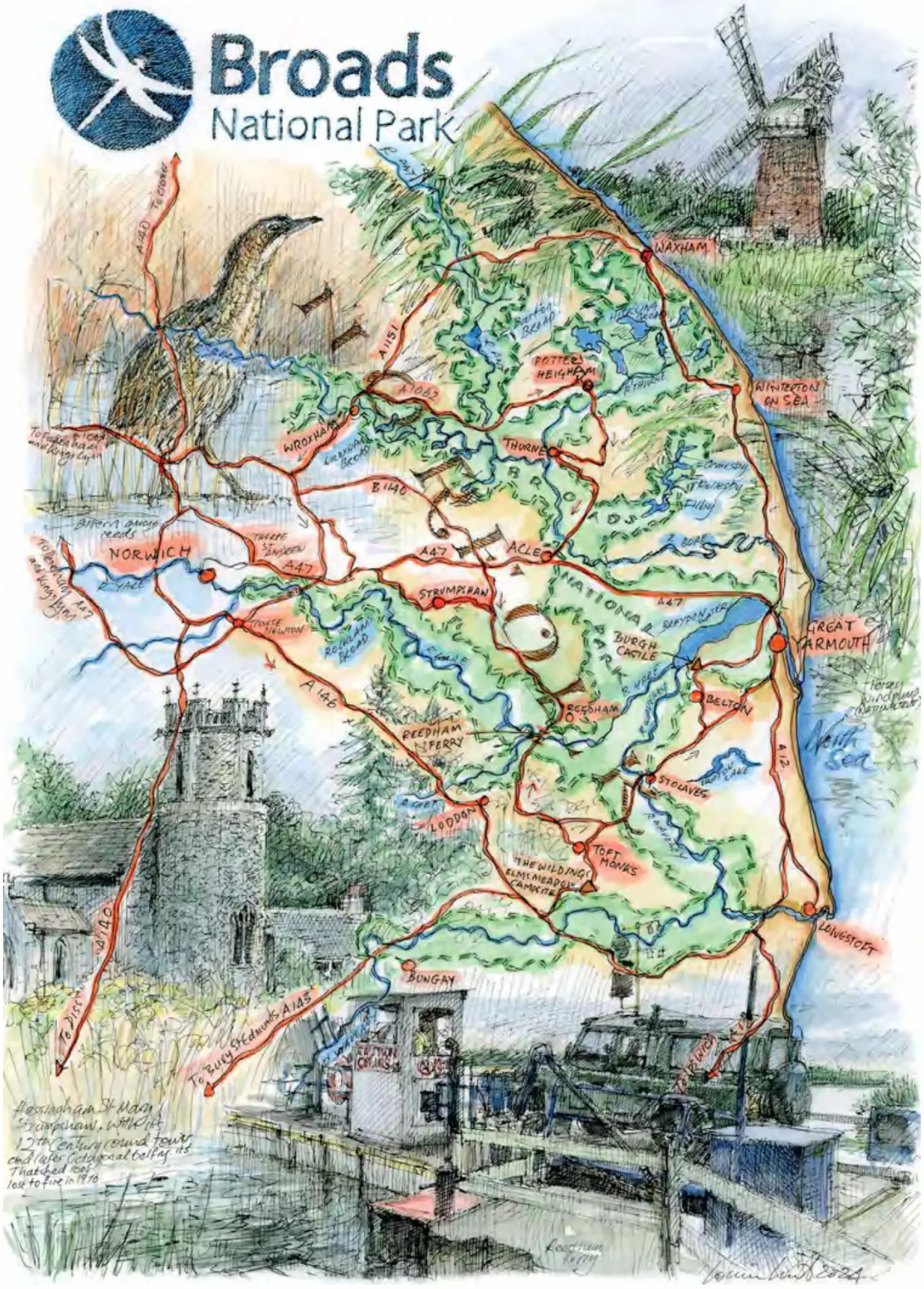
We were doing the trip over three days, but you could easily fill a week or two in the Broads without any difficulty.

Alison and I have done a few camping trips with the Land Rover and the dog and we like some creature comforts, so we chose the Wildings Elms Meadow campsite at Tofts Monk in south Norfolk.

It was small, quiet and rural but with a few luxuries (essentials) like a power hook-up, a communal kitchen area, toilets and hot showers.

We planned to explore the inner area of the park on the first day and I had mapped out a route to meander through the Broads from our starting point in the southern half of the park working our way around the inner heartland of farming country using the chain ferry at Reedham to cross the River Yare. It takes just two cars at a time but cuts miles off the journey.

Enjoying a beer after pitching the tent


Broads
National Park
A140 To Cromer
R. Ant
Waxham
Barton Broad
Hickling Broad
A1151
Potter Heigham
R. Thurne
Winterton on Sea
A1062
Wroxham
Wroxham Broad
R. Bure
To Fakenham and Kings Lynn
Thurne
Ormesby
Rollesby
Filby
B1140
B R O A D S
Bittern among reeds
Thorpe St Andrew
Norwich
A47
Acle
R. Bure
To Fakenham A47 and Kings Lynn
R. Yare
Strumpshaw
N A T I O N A L P A R K
A47
Breydon Water
Great Yarmouth
Trowse Newton
Rockland Broad
Burgh Castle
R. Yare
R. Waveney
Horsey Windpump (National Trust)
A146
Reedham
Belton
Reedham Ferry
North Sea
A12
R. Chet
Stolaves
Fritton Lake
Loddon
Toft Monks
The Wildings Elms Meadow Campsite
Lowestoft
Bungay
A140
To Diss
To Bury St Edmunds A143
To Ipswich A12
Hassingham St Mary Strumpshaw, with its 12th Century round tower and later Octagonal belfry. its Thatched roof lost to fire in 1970
Reedham Ferry
2024

NORFOLK BROADS FACTS

When created: 1954

Size (sqm): 117

Counties: Norfolk and Suffolk

Main towns or cities: Norwich, Great Yarmouth

Hidden Gem: Waxham Beach

Our favourite places: Burgh Castle

Local food specialities: Crab sandwiches

Top tip: Meander through the back roads away from the tourist centres

Something quirky: You need a boat!

> 'There was a little-known beach accessible from a footpath over the dunes'

We drove along back lanes to Strumpshaw village, which is located around six miles southeast of Norwich, using old-fashioned navigation with a map and frequently getting lost due to the road signs being overgrown.

There are worse places to get lost though. Perhaps the Broads' proudest claim is that despite comprising only 0.1% of the UK National Park area it boasts more than a quarter of its rarest wildlife.

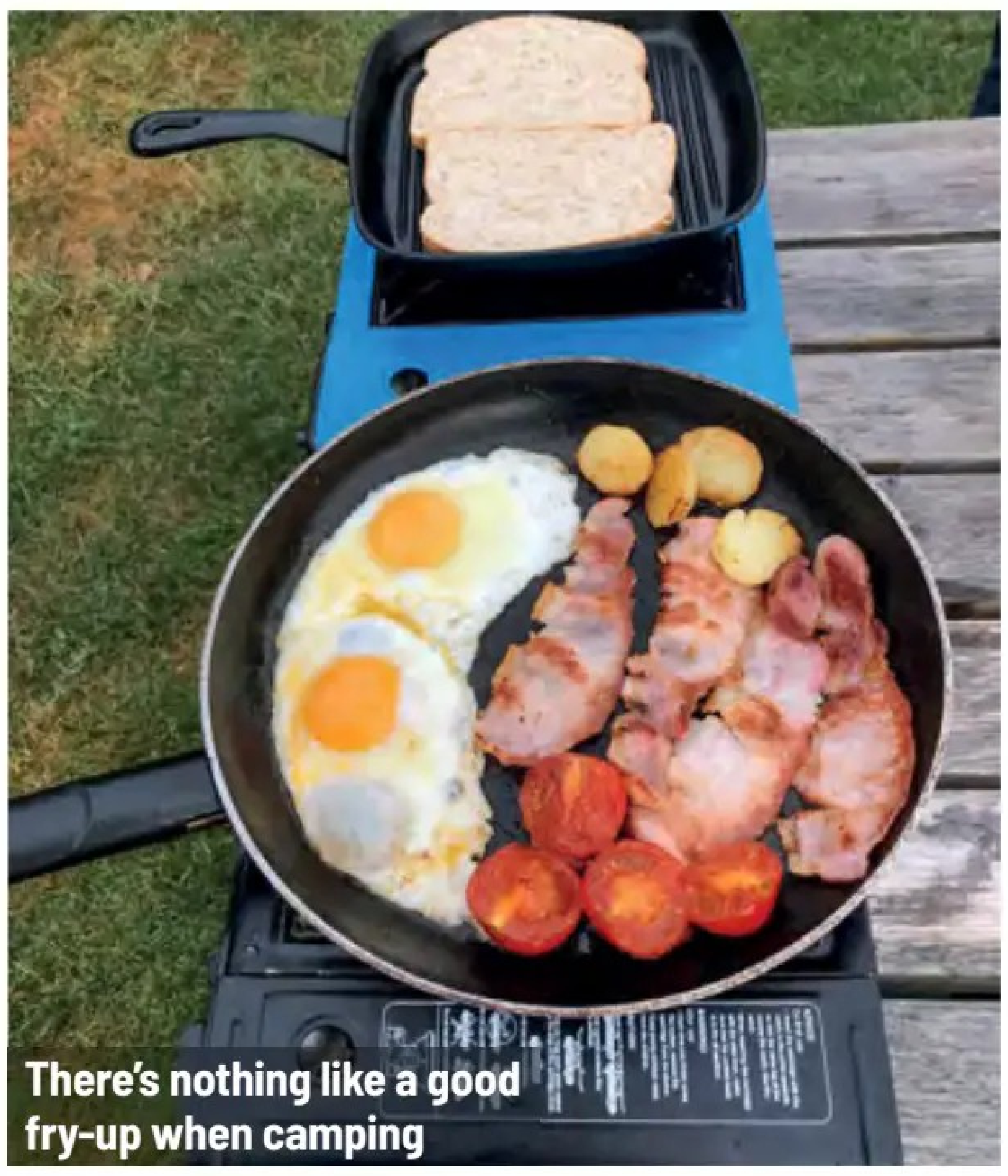
Rare birds include crane, bittern, and marsh harrier while numerous rare insects abound, so there is always plenty to see.

One thing you quickly realise is that you can look at a location on a map that is just a few miles away as the crow flies, but you need to drive 10 or 15 miles to get there.

The area is a jigsaw of winding roads joined by crossing points over the rivers with pretty villages, ancient churches and characteristic windmills.

Backroads around the Broads appear little used

Cattle graze on one of the many water meadows



There's nothing like a good fry-up when camping

Alison and Sam relax at the campsite

A sailing boat moves silently across the water

There are seven rivers in the Broads but the primary waterway which flows through Norwich is the Wensum. It was once an important part of the transport economy of the region with the famous wherries - shallow, sail-driven cargo boats, plying their trade.

There are still plenty of large sailing boats using navigable waterways that glide past in majestic silence, but the majority of watercraft are the ubiquitous fibreglass day boats and some larger luxury power yachts.

There are not many green lanes, but if you're keen to explore off-road then information is available online from Norfolk County Council that shows all the footpaths and Byways Open to All Traffic (BOATS).

BOATS is a rather ironic term given that they are the main form of tourist transport, and it occurred to me that what I needed was an amphibious Land Rover.

A Land Rover is the ideal vehicle for exploring the countryside as compared to a car you have the extra height to see over the hedges, catch the views and get access to the miles of footpaths that cross the wetlands and run along the river edges.

Spotted through a hedge at one point was a pair of hard top Series IIAs, one a 109in and the other an 88in with the much sought-after rear tailgate and cat-flap. It was difficult to judge their condition as an aluminium body can look quite presentable but hide a multiple of horrors underneath.

Between the maze of waterways lies rich fertile farmland with cereals, potatoes and carrots being grown while dairy farming is also common.

The water meadows flood in winter but in summer are used for grazing and hay and there is some commercial production of Norfolk reed for thatching (this would have once occupied a much bigger percentage of the land use).

My dog Sam, who accompanied us on the trip, sadly went blind in April. He manages

»

remarkably well, and a casual observer wouldn't know as he still boldly leads the way on walks.

He particularly enjoyed the stops we made en route – any chance to get out of the car and stretch his legs.

We stopped in Strumpshaw for a picnic lunch, the village home to a steam museum that I had hoped to visit but unfortunately, it only opens on Sundays now, so that will have to wait for another time.

From Strumpshaw we headed north passing through Wroxham and stopping briefly in Horning. From there we headed for Potter Higham where we enjoyed a walk along the edge of Hickling Broad on the Wensum Way national path.

Our next stop was the village of Thurne, where there is a preserved water pump, a reminder that so much of this landscape is only possible by pumping water into the main water courses, now done by huge electric pumps but once all done by wind.

'We enjoyed another beautiful walk around the remains of the Roman fortification'

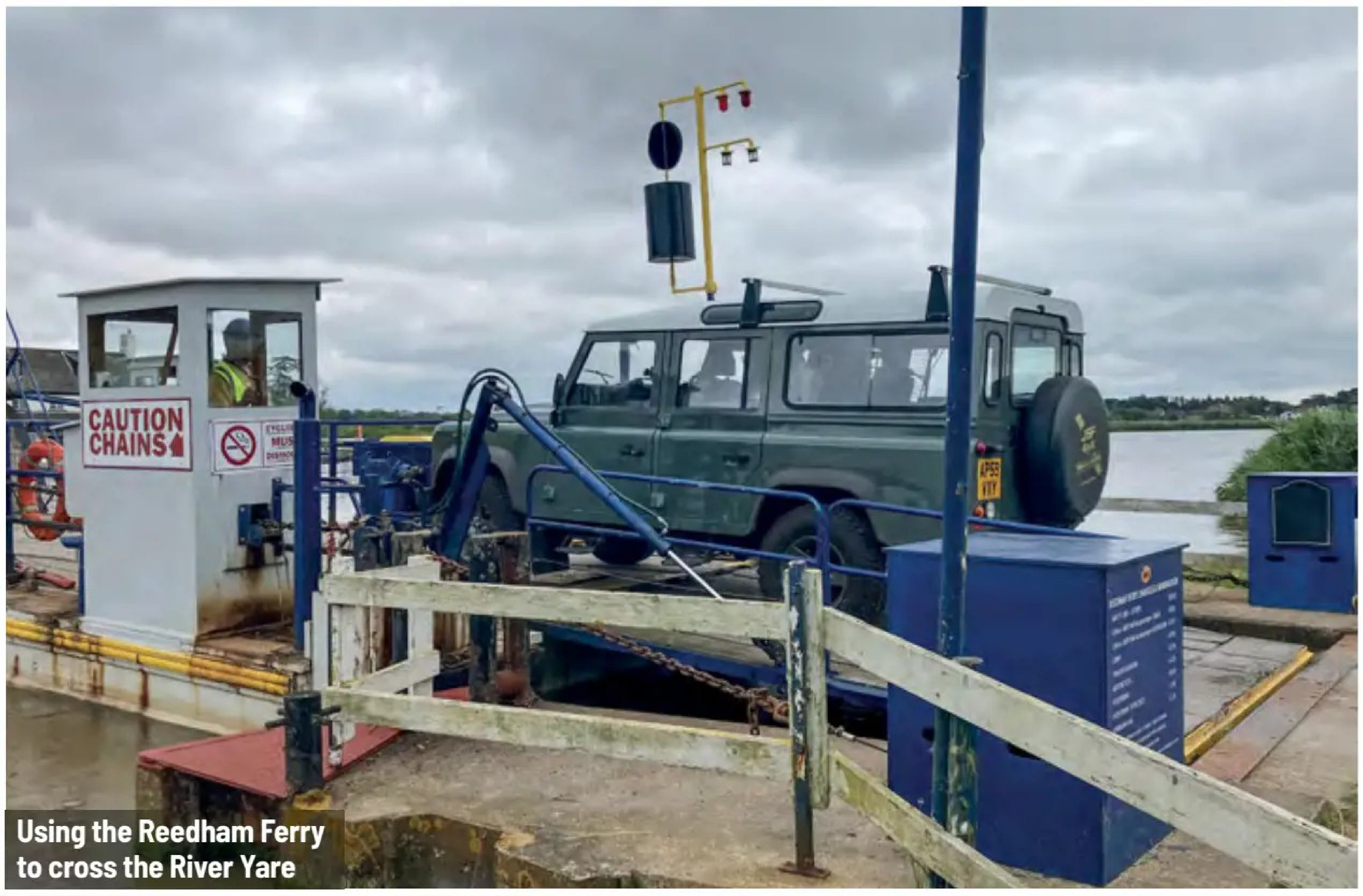
Our tour took us to Burgh Castle the following day where we enjoyed another beautiful walk around the remains of the Roman fortification that was built to protect an important port that gave access to the sea and the river network.

The view is classic Broads, flat as far as the eye can see with reed beds, wide waterways with sailing craft and distant wind pumps under a vast overcast sky.

We then drove along the outskirts of Great Yarmouth heading north for Winterton-on-Sea, a village with a small beach car park and miles of sandy beach.

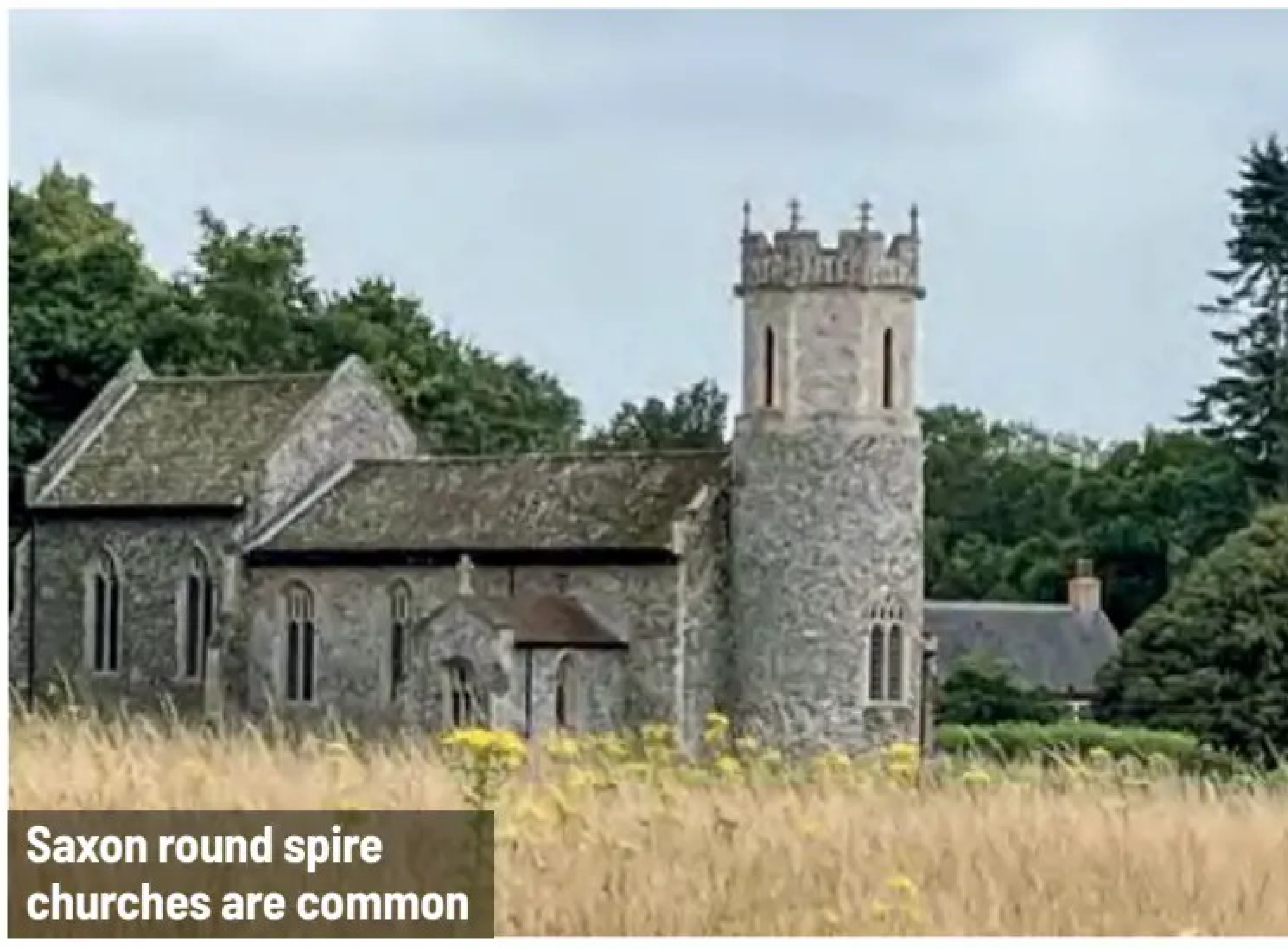
We paused only briefly but then headed further north to reach Waxham, where I had read there was a little-known beach accessible from a footpath over the dunes.

And so it was, dog-friendly, miles of sand and very few people so an opportunity to give Sam a treat. Labradors love swimming. It's a delight that he still enjoys this, although since losing his sight he's lost confidence.



Using the Reedham Ferry to cross the River Yare

A Defender is great for seeing over hedgerows


Saxon round spire churches are common

Once in, the challenge is getting him out! He playfully ignores our calls and artfully dodges attempts to put him on the lead.

With our trip now coming to an end, we had a late lunch at Waxham Barns Café with the very best crab sandwiches I've ever had, which seemed an appropriate finishing point to the trip.

We cut back across to Wroxham and exited the park onto the A47. It had been a great trip and the fact that we hadn't taken a boat shows how much the Broads has to offer from the land.

It is a varied and fascinating mix of countryside, fantastic beaches, lots of walks and some interesting history. CLR

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This Land Rover x Elliot Brown Holton Professional Classic Edition is a nod to the launch of the very first Land Rover in 1948, look closely at the inner minutes track and you'll spot orange indices at the number 19 and 48 positions. It's one of those 'if you know, you know' details we love to hide in plain sight.

The subtle matt vapour blasted stainless case, sand coloured indices, vintage raw edge 'camel' leather strap, create a distinctive character, totally in keeping for the classic Land Rover fan.

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008/25

Coming of Age

An old friend of **Paul Clark's** finally becomes a classic

WORDS AND PICTURES **PAUL CLARK**

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www.classicmotorevents.co.uk
CLASSIC
CLASSIC

At the start of the London to Brighton classic run with Concorde in the background

It seems like only yesterday that I remember my dad, Jim Clark, coming home with a lovely, shiny, new (to us) Land Rover Ninety.

It was November 1986 and I was 19 at the time. I'd always had a love for Land Rovers but before that exciting day, my only experience with the brand had been a quick ride in the back of one during a farm holiday, a Corgi Land Rover toy that went everywhere with me and spotting them on the road.

The Land Rover was a Trident Green Ninety hard top with a 2.3-litre (74bhp) petrol engine with about 5,000 miles on the clock and just one previous owner, an agricultural company, Brice Baker and Co. According to the serial number it was built in December 1984.

My dad had bought it from Land Rover dealer James Penfold Limited of Arundel for £6,894.25 and it was like new, not a mark on it.

For the first part of its life with us the Ninety was used to cart animals around our smallholding in Sussex while also serving as a runaround for my mum, Eileen, who had a gardening business.

However, in 1988 we took it on one memorable adventure. Longing to know what it was truly capable of I booked an off-road course driving experience which I went to with two friends.

I remember arriving and being a bit horrified to see a field of thick mud with various mounds and ditches. I really did not want to take our vehicle in there because I thought we would get stuck within seconds.

To our amazement, it chugged around the course without issue. I never imagined a car could go up and down such steep slippery gradients and was so impressed.

During the 1990s the Ninety continued its employment with my mum's business, but by this time my dad was following his dream of breeding a winning racehorse and the vehicle was also being used to tow a horse trailer.

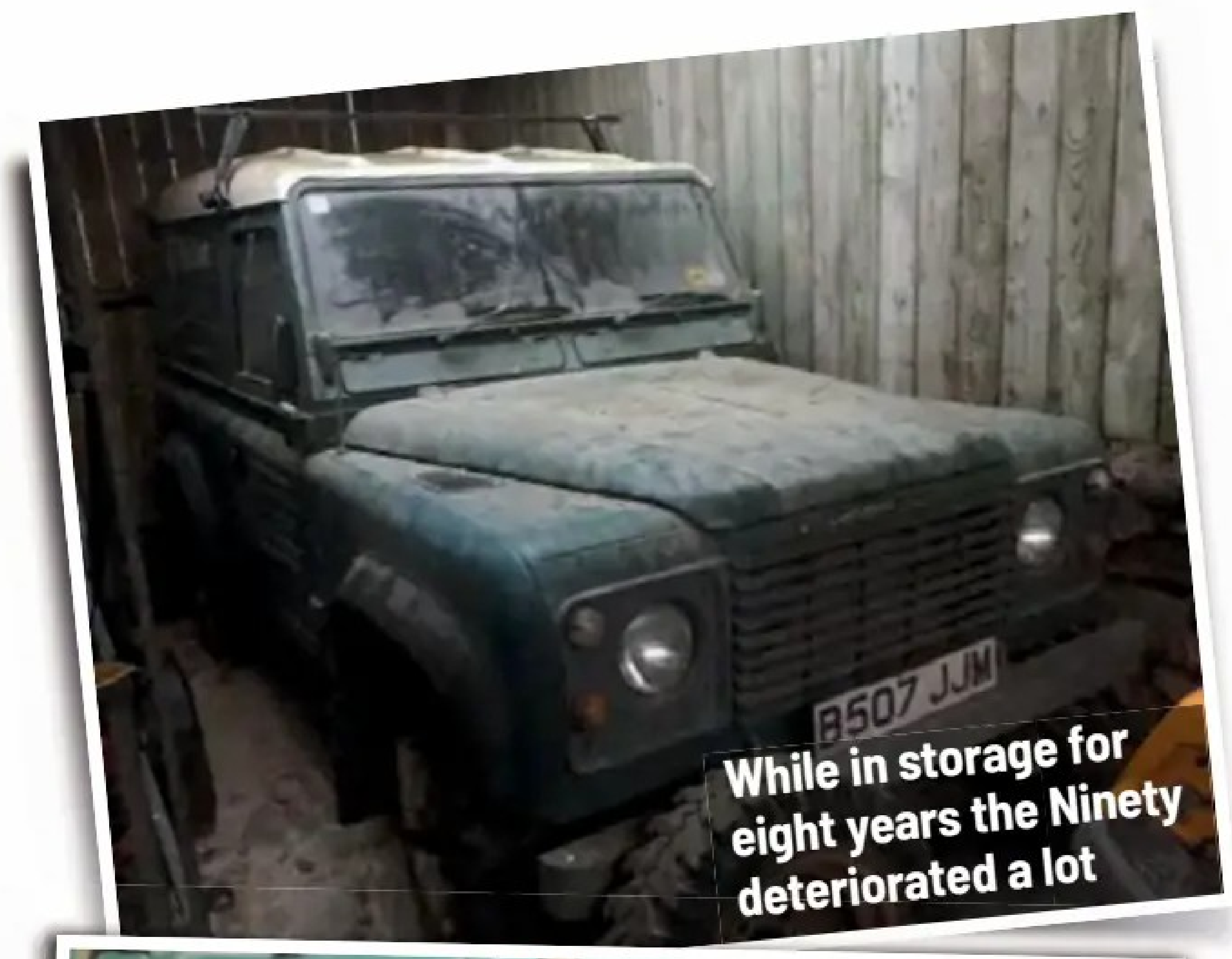
Within a couple of years, Dad had bred his first winner, which set the wheels in motion for a move to a dilapidated farm in Devon.

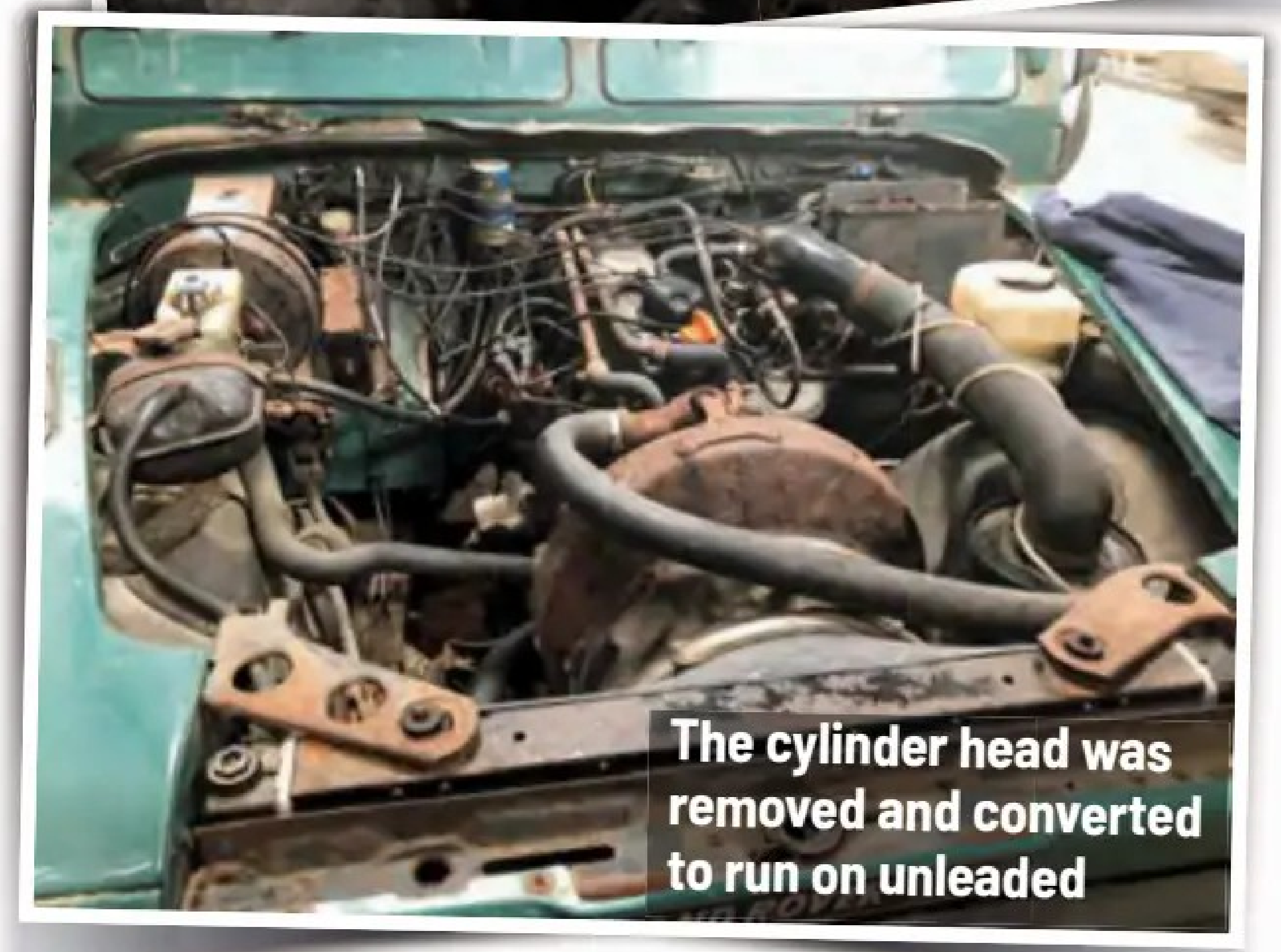
The Land Rover came into its own on the farm and with lots of building and

‘Eventually, the head arrived back and the engine was reassembled’

»

British airways
Co
LAND ROVER
B507 JJM
The Barn
Southcombe Farm


While in storage for eight years the Ninety deteriorated a lot


The cylinder head was removed and converted to run on unleaded

Paul was elated the day he got the MOT

maintenance work going on it was in demand.

The early 2000s came and it was clear the Ninety was starting to feel its age. The rear crossmember was corroded and replaced while the bulkhead and footwells had started rotting. It was ageing fast.

Fortunately, by 2008 my dad was reaping the rewards of breeding a really great horse called Borderlescott and with some money coming in the Land Rover was replaced with a nearly new Discovery 3. It was unstoppable but with added luxury.

The Discovery 3 could tow the fully loaded horse trailer without you even noticing. In addition, a tractor had been purchased for the farm which meant that after many years of loyal service, the Ninety became redundant and was increasingly difficult to get through an MOT.

It was eventually taken off the road. By 2010 I too was working full-time on the farm running the holiday accommodation business.

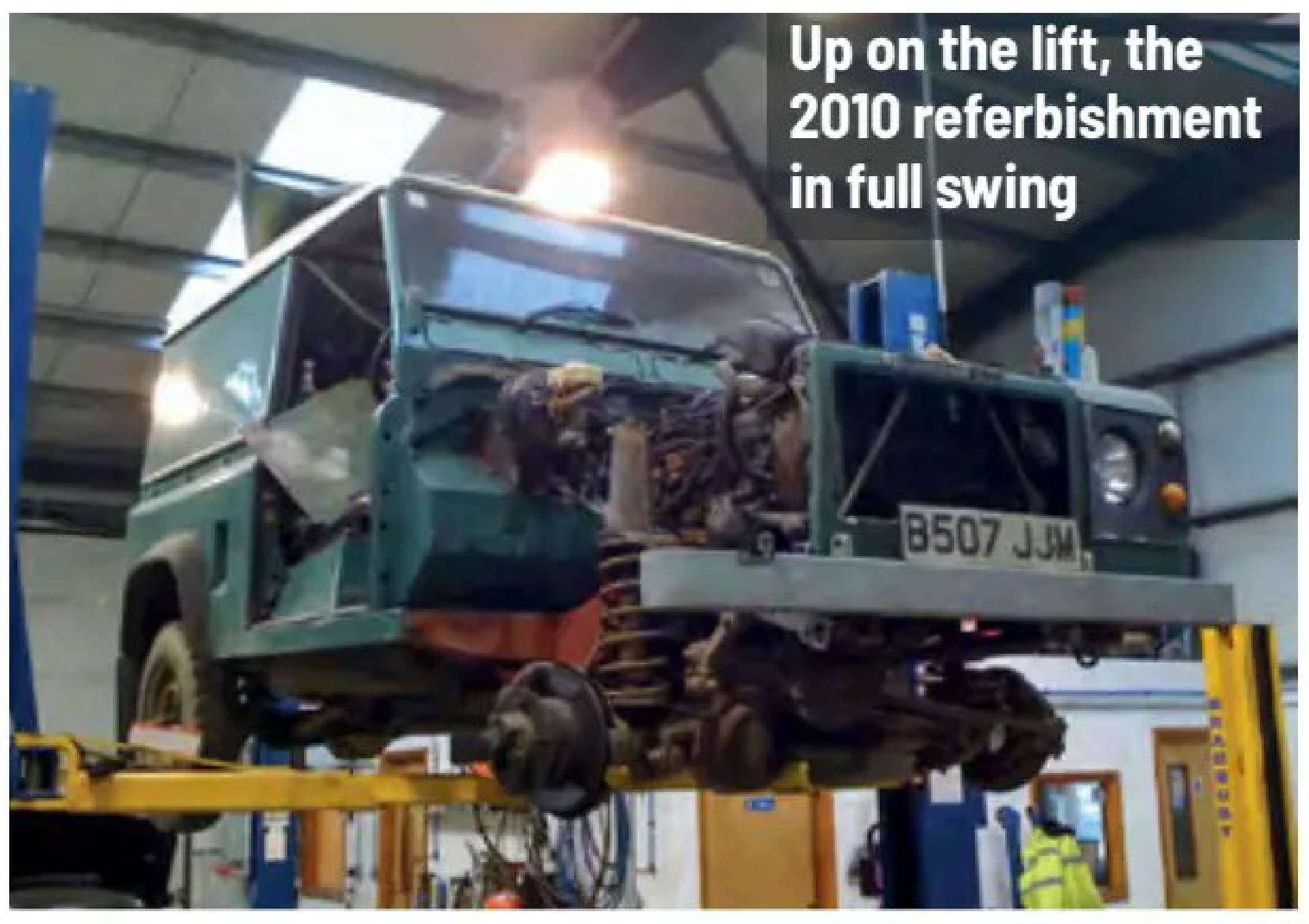
The old Ninety was in a bad way needing lots of work but seemed too good to discard. It was also part of the family, so I finally decided to get it fixed up.

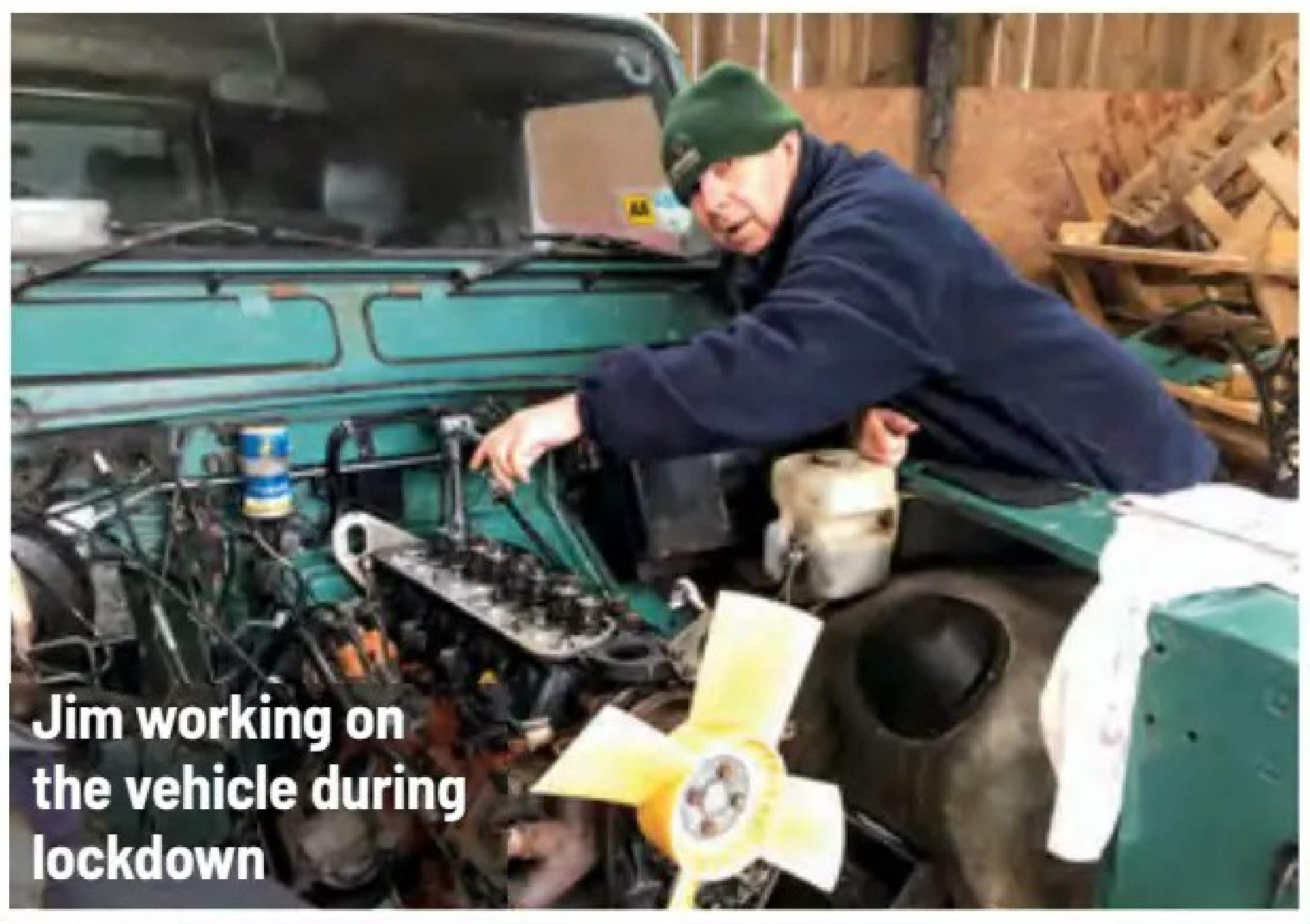
It needed bulkhead repairs, new footwells, new outriggers all around and a serious tune as it was suffering from lack of power.

It was not going to be a quick job, and a major strip down was required, so I booked it into the local garage to get all the outriggers, footwells and top corners of the bulkhead replaced, plus a full service and MOT.

When I eventually got it back, I knew I had made the right decision. I loved the refurbished Ninety and it was perfect for doing jobs around the farm and being a great vehicle for leisure time activities.

There was just one problem – it still wasn't running well. It seemed underpowered and drank lots of fuel and I took it to numerous garages, but no one could help.


Up on the lift, the 2010 referbishment in full swing


Jim working on the vehicle during lockdown

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The Ninety is still put to good use around the farm

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Fully loaded, the canoe fits in with the ruggedness of the Ninety

RIGHT: Paul with his sister Wendy and his Corgi Land Rover

> ‘With the Ninety on axle stands I rubbed down and painted the whole chassis’

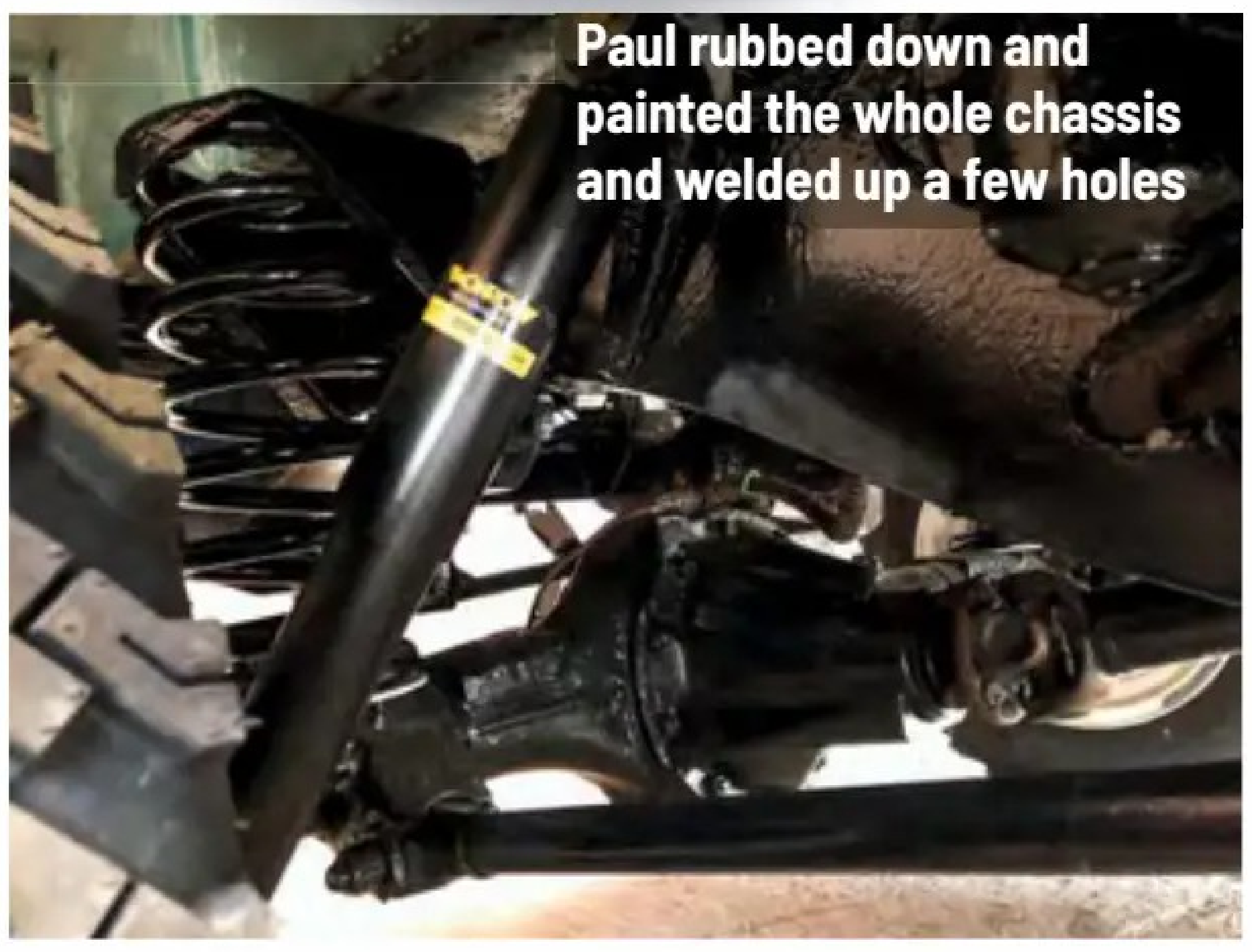
Despite this, we still had some good adventures and one of the most memorable was crossing the River Torridge near Torrington. It was April 2012 and we were in the middle of a dry spell and I knew the river would be low.

I was with a friend who owned a Nissan Pathfinder and we bought a canoe to check the depth of the water. It was deeper than expected but within our 50cm limit.

I went first and had no problems getting across, but the bank on the other side was steep and muddy. With the reduced power problem, it took a few attempts to climb out, but I made it, as did the Pathfinder.

After this adventure, getting increasingly frustrated with the engine issues, I decided to park it up, pending a time I could research and fix it myself.

When Covid hit I had more time on my hands and decided to have a look over the engine. The Ninety had been sitting idle for eight years and was not in a great state, but with my dad’s help, we eventually got it started after cleaning »



Paul rubbed down and painted the whole chassis and welded up a few holes

Jim using the Land Rover on the farm during the 1990s

‘The views of Brighton and the blue sea were amazing’

and adjusting the points.

We jumped in and had a drive around the farm. We were amazed – it was sprightly and even doing hill climbs without even having to go into low range. Surely the cure to all the old problems wasn’t just the points?

Whatever the reason, I was committed to getting the vehicle back on the road. A wheels-off inspection showed I had a big job ahead, but with Covid restrictions, I had the time.

I planned to get it on the road in time for me and my dad to do the London to Brighton Modern Classic Car Rally, due to take place on June 6, 2021.

I had a year to do the work. I would focus my efforts on the engine, electrics, mechanics and chassis. In addition, anything I had to undo or remove would be fully refurbished or replaced.

The engine was OK, but I wanted to get the cylinder head converted to run on unleaded. I removed it and sent it to Turner Engineering for the work.

While that was being done the remains of the engine and everything in the engine bay was cleaned and refurbished. This included the starter motor, alternator and steering box, but these were sent away to be reconditioned.

Eventually, the head arrived back and the engine was reassembled. After a few false starts, it fired up sounding better than ever.

The general mechanics covered a lot of stuff including brakes, clutch, suspension, exhaust and axles which were all cleaned, refurbished or replaced.

It was a monumental effort, but once done we were well on our way. The chassis was not in bad condition, which was not surprising when you think it had already had a new rear crossmember and outriggers all around.

With the Ninety on axle stands I rubbed down and painted the whole chassis and welded up a few holes along the way. It took me days, but eventually, I had patched up the chassis, got it painted and the job was done. The chassis and everything under the skin was like new again.

Many of the jobs overlapped as different bits of the vehicle became accessible at different times. Even though the battery box, footwells, bulkhead and fuel tank were not originally in the restoration work plans, I did refurbish them as they became accessible.

I fitted some steps that Mum had bought me years ago. The wheels were off, so I had those sandblasted and powder-coated.

The time finally came to get the MOT done and the Ninety passed with flying colours. Soon it was June and the day of the rally and we made it to Brooklands Motor Museum for the start.

We were in a nostalgic mood as we joined the procession to Brighton with the starter waving us off with his giant Union Jack.

With the sun shining we spent the day winding our way through gorgeous countryside. First the leafy lanes of Surrey, then into rural West Sussex before continuing through the stunning South Downs and Devil’s Dyke. The views of Brighton and the blue sea were amazing.

A few minutes later we were in Madeira Drive and the chequered flag waved us through the finish. The old Ninety had not missed a beat.

Fast forward to today and I’m pleased to say it’s in daily use. It’s hard to believe it is 40 and a true classic at last... CLR

Eileen also got plenty of use from it. Here she is trimming an overgrown hedge

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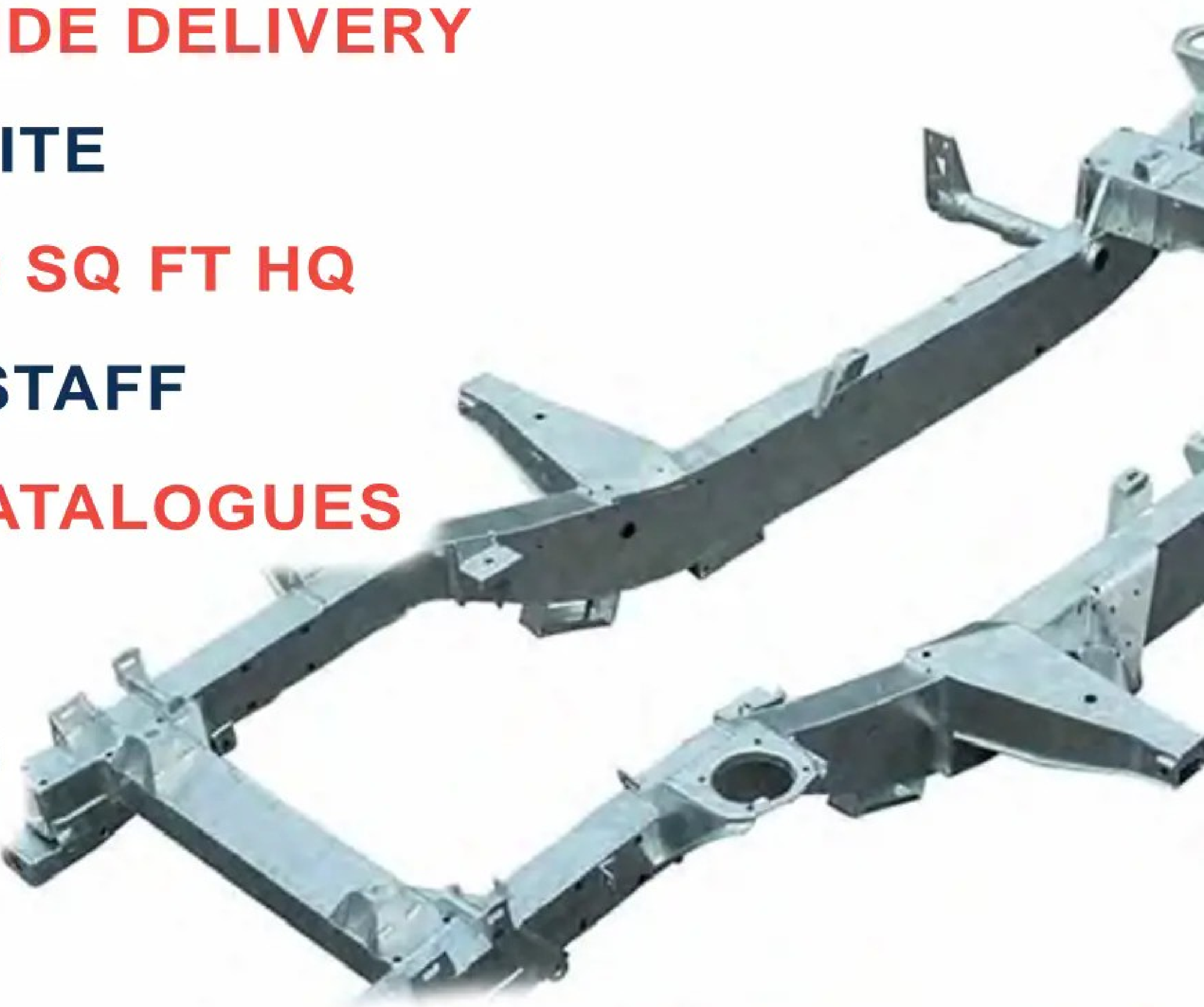

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YOUR FIRST LAND ROVER

What can you buy as an affordable entry into Land Rover ownership these days? **Craig Allen** looks at the options

WORDS AND PICTURES **CRAIG ALLEN**

The increasing cost of purchasing and restoring Series Land Rovers and Defenders is a barrier to ownership for many young or first-time buyers.

So, what are the options for those wanting to get into Land Rover ownership, but who are on a tight budget? The answer could be older model Discoverys, Range Rovers and Freelanders.

It's important to note that if you're new to Land Rover ownership, 'cheap' usually means costly body or mechanical repair bills. Newcomers are often caught out by the allure of owning a Land Rover, but that excitement can quickly turn to disappointment at your first MOT.

If you can, have someone knowledgeable check over the vehicle before you buy it, so you know what to expect. Being a 'home mechanic' will have significant advantages as having a Land Rover repaired by a garage could cost you more than the vehicle is worth.

DISCOVERY 1, 2, 3

Back in the day, those wanting a 'soft Rover' for family use or as a daily driver looked no further than the Discovery. Credited with kickstarting the trend for family-friendly SUVs, it helped revive the Land Rover's fortunes when it was launched in 1989.

With its Range Rover underpinnings, the original Discovery was good on the road and very capable off the tarmac. This was proven when it was chosen for the Camel Trophy from 1990 to 1997.

Originally available with the 200Tdi engine and Conrad-inspired cabin, it later received the 300Tdi and a more restrained interior.

Either model can make a cheap entry into Land Rover ownership, but sadly many have succumbed to the tin worm or been trashed as weekend off-roaders.

I predict that rebuilding Discovery 1s will become more common going forward. A quick internet search revealed prices ranging from just over £3,000 to under £6,000, so there's a vehicle out there to suit most budgets. How much you're willing to pay will likely determine the amount of work the vehicle needs.

The Discovery 2 has the reputation of being the last Land Rover model that's accessible to the home mechanic. Known issues are the 'three amigos' (faults with the traction control, ABS, and hill descent

The original Discovery was a favourite choice for those looking for a 'soft Rover' but many have succumbed to the tin worm

Secondhand Discovery 3s are relatively cheap to buy but the repair costs can soon add up and they are complex to maintain

The Discovery 2 is probably the last model that's easy to work on but beware of rot to the rear chassis

> 'Many of these premium vehicles have been maintained on a budget by second owners'

system) but there are fixes for these.

The air suspension is another weakness although this can be refurbished or replaced with coils. They don't suffer from the same body rust which plagued the Discovery 1, however, the rear chassis can and often does suffer from terminal rot, although replacement sections are now available. Good late model Discovery 2s are holding their value as they are easier and cheaper to repair and maintain than the later Discovery 3. Lots were produced so there are still plenty out there.

The Discovery 3 may be younger and more capable than the vehicle it replaced, but it comes with a few caveats. Like all modern Land Rovers, it suffers from issues with complex electrical systems that can be hard to trace.

The electronic parking brake can be particularly troublesome. The oil pump is also prone to failure, and they are big and heavy beasts that are hard on drivetrains and suspension components.

Replacement parts aren't cheap either. This is the reason high-mileage examples are so cheap but don't necessarily represent a bargain once you factor in all the expensive repairs. Nevertheless, a well-maintained one can make a good choice.

RANGE ROVERS: CLASSIC, P38 AND L322

A secondhand Range Rover Classic used to be a popular choice as an enthusiast's vehicle as they were affordable and not too difficult to maintain. However, survivors have now become collectable and are an expensive proposition to repair with rotten sills, inner wings and substructure.

A late four-door classic with a factory Tdi makes far more sense, but keep in mind there will still be plenty of electrical gremlins even in these older generation models. An »

A Range Rover Classic was once a popular choice as they were cheap and easy to maintain but rust is now an issue and they have become collectable

The Range Rover P38 is becoming more sought after so prices are on the up, be prepared to deal with the complex electrics. Wikicommons

original V8 will be reliable if it's been well maintained, although it will be hard on your wallet given current prices at the pump.

The P38 has gained a following in recent years. Formally dirt cheap, prices are rising due to this new wave of interest. Featuring another level of electrical complexity, you will probably need one of those diagnostic gizmos to own one of these.

Engine choices are thirsty 4.0 and 4.6 petrol V8s or a more frugal but pedestrian 2.5 V6 diesel. Not everyone likes the looks of the second-generation Range Rover, but I think it's quite a handsome thing. The chassis and bodywork stand up well to the years and the P38 offers lots of comfort and interior space.

So, what about the L322? It is more modern and there are some good engine choices available in the range. There are plenty of these third-generation Range Rovers out there going for little money, but they come with a health warning. Many of these premium vehicles have been maintained on a budget by second owners and the repair bills for putting things right can soon add up to serious money. Find one with a service history and keep up the maintenance and it will serve you well.

FREELANDER 1 AND 2

The original Freelander was marketed as a lifestyle vehicle and was one of the most popular small SUVs of the 1990s. Once a common sight, you now see far fewer on the roads, but they have a niche following among enthusiasts.

The Haldex unit is a known weakness as is the K-series petrol engine, but the later Td4s are pretty reliable if looked after. A Freelander 1 can make a great runaround and the five-door works well as a family car.

Towing capacity is limited compared to the larger models and there is no low-range box, but they are surprisingly capable off-road if fitted with proper tyres.

A late-model TD4 can be had for very reasonable money and this BMW-powered version is the best of the engine choices.

The Freelander 2 is a far more accomplished vehicle and the design grew up with the second generation. Good to drive on the road with its long travel coil suspension it is also pretty good in the rough stuff.

Four-wheel drive is delivered via a Haldex unit plus you get traction control and all but the base models feature terrain response.

> 'There are plenty of these third-generation Range Rovers out there going for little money'

Get yourself an HSE and you have almost Range Rover levels of comfort while these Land Rovers make competent long-distance cruisers.

The perky V6 petrol versions are a rare find while the PSA-sourced diesel is surprisingly frugal and has more than enough power for most people.

Towing capacity is a decent 2,000kg and you see plenty of Freelander 2s pulling caravans. The auto is the best choice for towing and off-road use, but the manual will give you slightly better fuel consumption.

IN CONCLUSION

Having an old Land Rover can bring a lot of joy, but you need to go into ownership with your eyes wide open. Expensive garage bills have ruined many dreams. Everyone will have their favourites but for me, a Freelander 2 makes a lot of sense. It is practical, affordable and one of the most reliable modern Land Rovers you can buy. Sure, it's not a classic, but it is getting there. CLR

The original Freelander makes a good all-rounder, late-model TD4s are the best option

The Freelander 2 is practical, reliable and affordable, it is becoming a favourite among enthusiasts

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UVG 723X

Phil says anywhere you can get a Land Rover, you can have a bar

LAND BAR

Phil Kemp, co-owner of The Landy Bar, says the old-school charm of his Series III is what makes the business so successful

WORDS **LUCY RABONE** PICTURES **THE LANDY BAR**

The Landy Bar has gone in a new local direction since GBBT's ownership

Although Phil Kemp's co-owned 1981 109in Series III truck-cab has only done 64,000 miles, it has a very busy day to day life as a thriving bar on wheels.

Phil runs the business from a base in Loxwood, West Sussex with his two partners - Kieran Harris and Paul Griffiths. The trio all have 'day jobs', but what they have in common is a love for the outdoors, local goods, and an enthusiasm for all things classic Land Rover.

They bought The Landy Bar in February 2022 and Phil said the last two years had been a whirlwind of events and shows. "We acquired the bar rather eclectically really," he explained.

"We're an outdoor events company, Great British Bell Tents (GBBT), which hires out tents, tipis, and marquees, for weddings, parties, festivals and corporate events.

"We were hoping to start a new, fun project, and were actually in the process of looking for land to set up a glamping site.

"Instead, we came across The Landy Bar, which looked ideal as all our events, apart from one or two in London, are in someone's field, on a farm, or at a countryside wedding venue.

"We thought they'd want a bar, so why not a Land Rover bar?"

Phil said the business came with the Series III, a trailer, external bar, all associated social media pages and website. "I had worked in pubs and clubs in my youth, but none of us had any professional experience in the industry. We all absolutely love it!"

The beauty of converting an old Land Rover into a bar means you can literally set up a pub anywhere you can get the vehicle. And for a Land Rover, that's most places.

The Series III has been to village fetes, food and drink festivals, local agricultural shows and Land Rover events. UVG 723X has a history as a working farm vehicle in Devon, which Phil puts the low mileage down to.

The previous owner, Nick McDonald from Bognor Regis was the one who converted the Series III into a bar. Inside, he used reclaimed scaffold boards to partition the back, with four-by-twos underneath.

One side has the bar name, and four beer taps with rustic pipes to add to the character of the vehicle. There's also a cooler and gas bottle.

The external wooden bar has also been hand-crafted from scaffold boards to match, which Phil has since sanded, polished and waxed to make it safer and splinter-free for staff and guests.

Phil does some of the maintenance to keep the 2,286cc petrol-engined Series III on the road.

"Between me and the local garage, Auto Team Mechanics, we keep it going. It's had a new exhaust system, and new bushes this year, and it will be having new leaf springs soon, as I think these are the original ones. I've done some modifications such as fitting a Britpart Peak Performance air filter, put an electronic ignition in, and added LED lights. It's a commercial vehicle, so we've made these additions to ensure it's safe."

There have been a few occasions where Phil has had to mend it in a field. "One issue I had to tackle was the gear selecting mechanism, which would pop out between first and reverse. The bottom end would stick out, but I've worked out the knack of getting it back in", he said.

'There have been a few occasions where Phil has had to mend it in a field'

Like most of the vehicle, the paintwork is original. Phil said: "The older charm is what makes it appealing, and I think a respray would ruin it.

"In some places, it's wearing down to the undercoat. Inside everything is original, if slightly tatty.

"I know there are a lot of really good companies out there who can restore Land Rovers and make them look just like new, so we'll have to have a think and see what we want to do in the future."

Phil said his love for Land Rovers and the outdoors started with both sets of grandparents who lived in the countryside in Wiltshire and Buckinghamshire. "But it was my grandad, Jack Wilfred Kemp, who had a Series One, which I wish we'd kept, especially as they're getting rarer," he said. "I've got memories as a child of belting up and down tracks in it with him."

Before Phil, Kieran and Paul bought The »

UVG 723X at a horse racing event

The perfect rural wedding bar

UVG 723X still has the original paintwork

Landy Bar, it had been used to serve mass-market drinks such as Stella Artois and Gordon's Gin. But Phil said they wanted to try something new.

They source the majority of their products from Sussex, their home county. The draught lager, bitter, cider, wine, bottled beers, spirits and most of the soft drinks come from small local established and emerging suppliers.

Phil said: "You won't see many of the drinks we supply in supermarkets or pubs. It's a growing trend to shop local, it just struck a chord."

The Landy Bar's use isn't restricted to Sussex – the team has taken it to Devon, Cornwall, Hampshire, Dorset, Somerset, as far as Cumbria, and even to Britain's most famous carnival.

"In late 2022, we were asked to do a parade for Notting Hill Carnival," said Phil. "We were there with the Land Rover which we were trying not to let overheat, crawling along at 10mph. It was a truly unique, quite bizarre sight which we will never forget."

On average The Landy Bar caters for 15 to 25 events every year, with the busier months being April to the end of October, though they are also in demand around Christmas.

On some of the more popular weekends, Phil receives multiple enquiries and may one day add another vehicle to the business. "We've just had a wedding where they wanted us for the toasts, the reception, the welcome drinks, everything, so it's more than just a bar.

"As far as I know there are only three Land Rover bars in the country. So, I would love to get another Land Rover for the business, but I might have to convince my business partners.

"To make it work, it would have to be another long wheelbase, and I prefer the canvas back because it's so easy to access the bar, pipes and gas. I love the Series Land Rovers for their pure simplicity." CLR

'They source the majority of their products from Sussex, their home county'

The canvas back makes UVG 723X the ideal mobile bar

The 109in Series III has an old charm which clients love

Due to demand, they may add an extra Land Rover to the business one day

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A Land Rover safari vehicle on a game drive in South Africa is silhouetted against a pink, purple and yellow sunset sky. Londolozi Images / Mint Images

When the Abenteuer & Allrad carnival rolls into town a few days before the official start of the roadshow, the German town of Bad Kissingen becomes alive with adventure and all-road vehicles in every guise imaginable.

This quiet, quaint spa district is filled with the good, bad and the downright ugly of overlanding, with patrons flocking from all corners of the globe to view vehicles, test kit and see the sublime to the ridiculous of adventure travel.

The show is held annually each May and has become a destination for enthusiasts to meet up and explore all things overland.

Our plan to travel to Bad Kissingen for the show consisted of crossing from Hull to Rotterdam by ferry and spending a couple of days driving our Series III through Holland and Germany to arrive at the event well ahead of schedule.

Keen to avoid long distances on motorways, we had planned a route that took us away from the Europoort on some of Holland's minor roads; pretty lanes that follow the trajectory of the country's dike system, created as a defence mechanism against the flooding from the Rhine and Meuse rivers.

We loosely followed the Schielands Hoge Zeedijk in the direction of Arnhem where we stopped to visit the bridge, which was one of the Allies' primary objectives in Operation Market Garden of 1944, and the airborne museum at Hartenstein.

From Arnhem we headed into Germany, staying at a picturesque campsite on Schieder See which allowed us to intersect with the Fairytale Route; a 600km road-run that extends from Bremen to the market town of Hanau just outside Frankfurt.

This pretty route winds through the German countryside and is an ode to the Brothers Grimm who brought this area to life with their fairy tales, sagas and legends. We drove the section that led us to the town of Kassel, where the original version of Grimm's Fairy Tales is held and listed on the UNESCO World Heritage Document List.

As the road carved its way through dense

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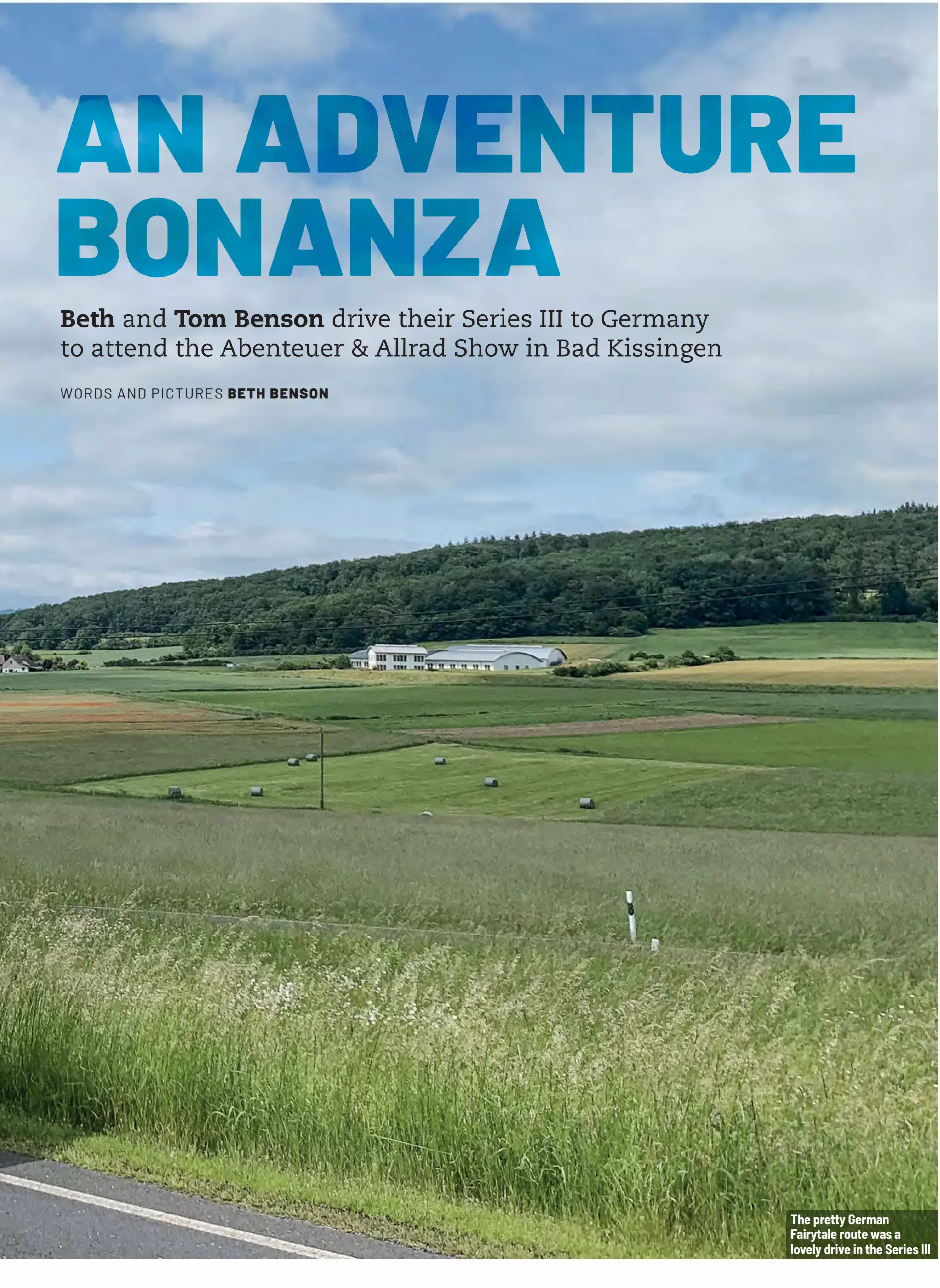
'Lumbering wagons were like Bambi on ice as the relentless rain turned the field to slush'



AN ADVENTURE BONANZA

Beth and **Tom Benson** drive their Series III to Germany to attend the Abenteuer & Allrad Show in Bad Kissingen

WORDS AND PICTURES **BETH BENSON**

The pretty German Fairytale route was a lovely drive in the Series III woodland and over rolling countryside, it wasn't difficult to see how the landscape influenced the brothers.

As we weaved our way down the route, we peeled off to take some pretty roads in the direction of Bad Kissingen, our destination for the week and the location of the Abenteuer and Allrad Show.

Bad Kissingen is a spa town located in the Lower Franconia area of Bavaria and is ordinarily a health destination famed for its healing powers. The town boasts seven different saltwater springs, and wandering the area it is clear to see that there is a serenity to the town that its residents attribute to the unique water sources that serve the area.

Sage advice from seasoned Abenteuer attendee Ben Stowe was that while the three official event campsites didn't open until the Wednesday before the event started, vehicles tend to arrive and pitch up at least 48 hours before this.

Campers can't prebook pitches, with all three sites operating on a first-come-first-served basis. With this in mind, we elected to stay at the Knaus Campsite in the centre of Bad Kissingen; which had facilities, a small family-run on site restaurant and was within walking distance of the centre of town.

This afforded us the peace of mind that when we arrived in Bad Kissingen on the Monday before the festival, we had a guaranteed pitch – a notion that we felt vindicated in when perusing event campgrounds with their leviathan units that would have engulfed our Series IIIs.

In our quiet corner of the town on the campsite, we still felt part of the preparations for the event, as many of those staying there were attending the show and some had brought vehicles that were intended to be displayed.

The Series IIIs generated some attention on the campsite and we spoke to German enthusiasts who were impressed that we had travelled in such a basic manner.

After a few days of exploring the local area and sampling the hydrotherapy, we wandered along to the event campsites. The town itself had gradually become busier and busier, with vehicles geared for adventure parked on the immaculate side streets of the town.

Attendees with a weekend ticket were free to browse around the three official campsites where refreshments and entertainment were also provided.

Lovely classic camper set up at the official campground

Author Beth Benson at the Arnhem Bridge Museum

Our first camp stopover at Scheider See on route to Bad Kissingen

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Handsome Camel Trophy Discovery for sale

A delightful classic ambulance camped at Abentueur campsite

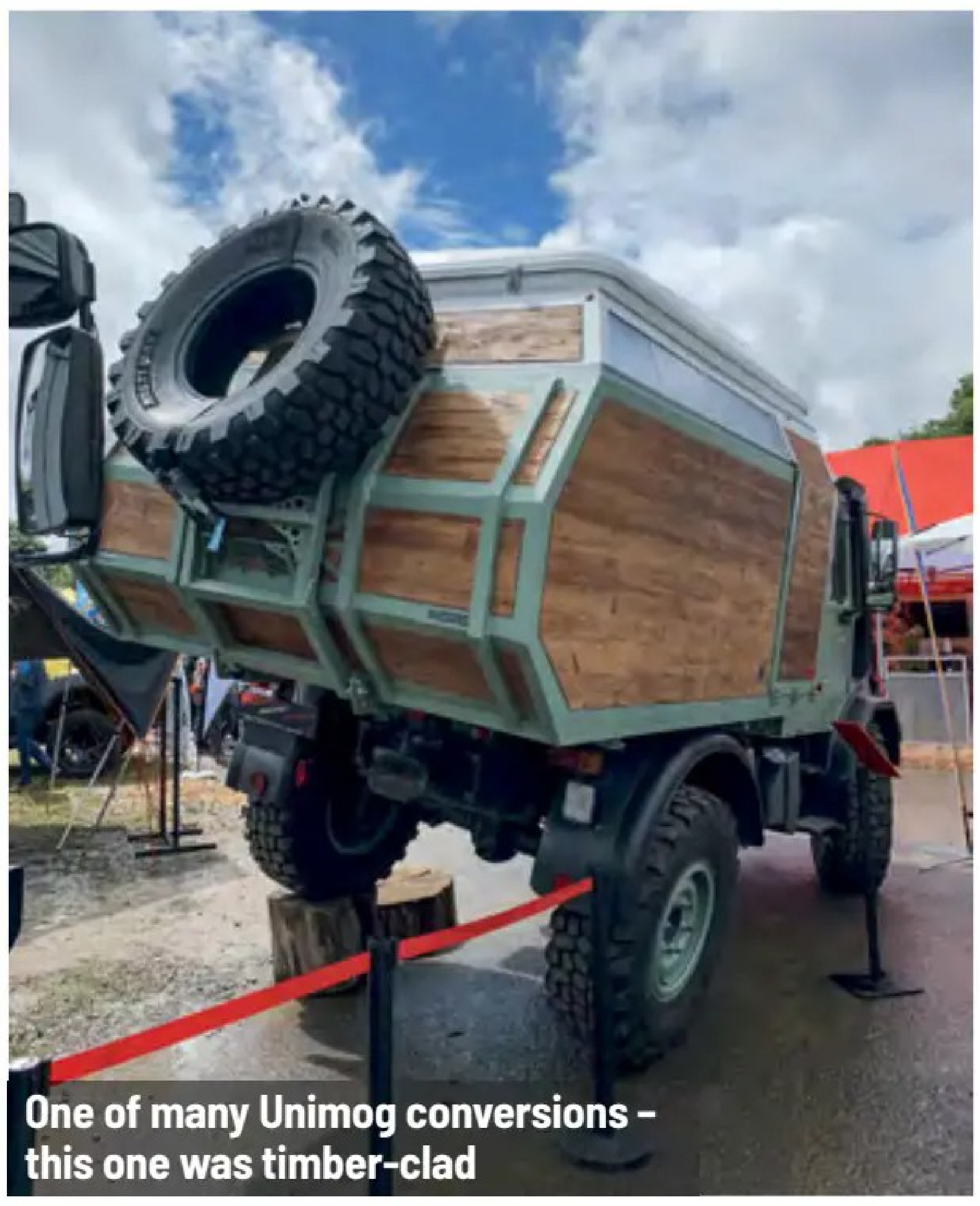
The hubbub of the campground lent a convivial air to the atmosphere, with individual clubs and groups forming pockets of different types of adventure vehicles.

Here, different interpretations of overlanding filled the site, from the delightfully simple to the ridiculously over-the-top.

Defenders, Discoveries and Series vehicles from all over Europe were tucked away in corners of the sprawling campground.

There was constant noise and the smell of petrol mingled with the smoke of barbecues and firepits.

There was organisation in the chaos and it was interesting walking around the different iterations of adventure vehicles and each person's interpretation of what travelling meant to them.



One of many Unimog conversions – this one was timber-clad

> ‘There were kit stands a plenty, with all manner of equipment for every type of trip to every corner of the world’

Thursday came around the roadshow was opened to all. The event is held on an abandoned airfield around 10km from the centre of Bad Kissingen and so attendees caught free buses that shuttled between the three campgrounds and the Knaus campsite in the town throughout the day.

The event itself is huge and at first glance, it is clear to see why manufacturers and suppliers from all over the globe flock to the Abenteuer and Allrad show.

The scale and size of the individual stands are difficult to comprehend; Land Rover alone had requisitioned an ‘island’ in the middle of the site which had a coffee bar, lounge chairs and a stage for the external speakers that were delivering seminars on all manner of overlanding expertise.

In the midst of this, there was a full complement of new Defenders to look at, and the ‘moat’ that separated the ‘island’ from the main event was an offroad circuit that allowed people to test drive the display vehicles. To comfortably see everything, it was a four-day undertaking.

There were kit stands a plenty, with all manner of equipment for every type of trip

»

The inspiration for the Grimm brothers was obvious throughout this scenery

OFF 577S
XKV 454X

A makeshift awning to offer shelter from an unexpected rainfall

matzker
MOTUL
FOR SALE

Matzker's Series II desert build

Obligatory camp continental breakfast

to every corner of the world.

The buzz of the event was electrifying, as this was the mecca of adventure and overland gear. We met up with Mud UK's Kevin Baldwin and discussed some of the more outlandish bits of equipment that would 'enhance' the overland experience. Some were genuinely useful and ingenious, others seemed mere vanity projects. But the spectacle of it all was marvellous.

We spoke with The Deutsche Land Rover Club which had a stand displaying a range of vehicles and appraised the 'resto-mod' classic Land Rovers. These are built by adventure vehicle companies to give clients the experience of old vehicles but the convenience of modern amenities.

One of the more interesting vehicles we came across was a Range Rover Classic which had been converted into the 'Swiss army knife' of overlanding and was used as part of Front Runner's global campaign..

David Steca's self-built Range Rover was a concept car that he had painstakingly restored, and subsequently lived in while filming in the Moroccan desert with Front Runner Outfitters. He spent a lengthy period discussing the build of the vehicle and the seven-month project that led to the expedition to Morocco.

Despite being assured that the weather in Bad Kissingen was typically in the mid-30s, this year's event fell between periods of unseasonably poor weather. The rain did little to deter attendees at the event during the days, and much of the kit on show was designed to withstand inclement weather anyway.

However, this did cause problems down at the event campsites where several vehicles had become stranded in the quagmire that was once a camping field.

Lumbering wagons were like Bambi on ice as the relentless rain turned the field to slush. Grateful that we had elected to remain on the town campsite, we retreated to our makeshift awning and left the event campsite.

Leaving Bad Kissingen and the roadshow behind we reflected on several days of enjoyably marvelling at the colossus of adventure and overland vehicles.

But pulling into a local classic tractor rally on the way from Bad Kissingen to Bonn, we thought about the simplicity of taking a pair of Series Land Rovers and a couple of tents to the event. We mused on how the very spirit of adventure that led to the inception of the vehicles we'd looked around, came from the Series Land Rovers we all own and love.

And it was there, watching classic German tractors chugging about in a car park that we realised that the true meaning of overlanding and the true appreciation that our forebearers have of it, is probably lost in the melee of the constant need for bigger and better that permeated the event.

Those vehicles were impressive feats of engineering and ingenuity but the simplicity of the old Land Rover and tents capture a sense of adventure far more than those leviathans of expedition would ever do. CLR

> 'In the midst of this, there was a full complement of new Defenders to look at'

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IBERIAN

Sunday morning's gathering at a square in Porto had a party vibe

EXTRAVAGANZA

In 2024 the Enco(ue)ntro Ibérico Land Rover event was held on Portugal's Atlantic coast

WORDS AND PICTURES **JOHN CARROLL**

Manuel Mota
CAMEL TROPHY
IV-01-89
CAMEL TROPHY
LAND-ROVER

Football isn't something that interests a lot of Land Rover enthusiasts but there's a parallel here; the English invented it and it soon spread to the rest of the world who, most of the time, became better at it than the English.

I am inclined to think that the same now applies to Land Rover events; the English invented recreational Land Rovering and the owners' clubs back in the fifties.

It's spread to the rest of the world to the extent that in the 2020s, many overseas organisations are doing better and different things to some English event organisers. That might be a bold claim but, in my opinion, it's not without veracity and a late summer Land Rover event in Portugal is evidence of that.

I was at the XIV Enco(ue)ntro Ibérico Land Rover, the 14th Iberian Land Rover Encounter for members of the Landmania Club of Portugal (https://landmania.pt).

The event alternates between venues in Spain and Portugal, hence the hybrid name of Enco(ue)ntro which contains both the Portuguese and Spanish spellings of encounter.

The 2024 Enco(ue)ntro Ibérico Land Rover event was held in Portugal

A local folk band was one of Saturday's attractions

The event is annual although it hasn't run every year for various reasons including Covid, so has taken 20 years to achieve 14 events.

In 2024, not for the first time, it was held in the coastal Portuguese town of Viana do Castelo in early September.

This event is exclusive to members of the Landmania Club and the registration process is done conveniently online via the club's website. The organisers see the Iberian Land Rover Gathering as more than an event saying: "It's a gathering of adventurous souls, it's the celebration of the passion for our vehicles and the friendships we've built along the winding roads and challenging trails."

On arriving at the large sprawling campsite it was filling up with Land Rovers pouring in from much of Europe. Those from Portugal and Spain were to be expected but there were vehicles from further afield, including France.

One thing that was immediately obvious was a reflection of the vehicles that had, in the past, proved popular in Land Rover's export market of Portugal.

Two of the most numerous on site were 88in Series IIIs with full-tilt roofs and three-door Discovery Is, both in left-hand drive configuration. I'd go so far as to say that I haven't seen so many three-door Discovery Is in one place before except maybe in the Solihull factory compound around the time of its launch.

The plentiful nature of the Discovery I means that at this event were some on bigger wheels and lifted suspensions, ones with roof tents up top, those as standard as the day they left Solihull and a selection of replica Camel Trophy vehicles.

The Camel Trophy has a following in Portugal as Portuguese teams entered four Trophies; Zaire 1983, Mongolia 1997, Tierra Del Fuego 1998 and Samoa 2000.

'The square filled up with hundreds of Land Rovers that were marshalled into lines by club members'

Thus Series IIIs and Discovery Is are suitable for the basis of Camel replicas which were all finished accurately and to high standards. It can be assumed that, unlike Britain where Discovery Is are becoming a rarity due to corrosion, the milder Portuguese climate ensures their longevity. This assumption is borne out by the presence of numerous five-door Discovery Is and P38a Range Rovers.

Examples of all of these models could be seen tackling the event's three off-road courses during the weekend. These started

Musen Camel Trophy de Portugal
CAMEL TROPHY
LAND ROVER

Replica Camel Trophy vehicles built to a high standard are popular in Portugal

This 80in was the oldest Land Rover on-site over the weekend

close to each other and spectating was facilitated by a pedestrian scaffolding bridge over an excavated trench into the infield from where numerous sections of all the off-road courses could be observed. There was music playing and even a stall selling drinks to enhance the party atmosphere.

The routes of the courses twisted and turned between trees which meant drivers needed to keep their eyes on where they were going.

A bit of power helped on many of the climbs on loose sandy soil and a successful ascent of a couple of particularly steep ones got drivers a rousing cheer from the gathered spectators.

That sort of enthusiasm characterised the whole event and a big difference from British events was the attendees' lunch arrangements. All over the site, long tables were erected alongside Land Rovers and under awnings where groups of friends gathered for lengthy communal buffet lunches and generous amounts of wine.

It's all a bit different from burgers and chips in a polystyrene tray although there were also a group of food stalls gathered together in the centre of the rally.

A small group of trade stands were also here adjacent to the big beer tent that contained a stage for each night's bands and the island bar right in its centre.

Also in this tent was a screen that had live action from the off-road courses and the campsite running all day. You could see what was going on elsewhere on-site while sipping a cold Superbock - it's Superbock o'clock!

Surrounding this area were tents, campers and Land Rovers fitted with roof tents of every size and description on every bit of flat ground between the trees.

Discovery 1s driving under the off-road course infield bridge

1954 86IN

João Morgado and Helena Silva brought their full-tilt 1954 Series One 86in to the 2024 Enco(ue)ntro Ibérico extravanganza.

I guess people knew they were coming to a big party so sleep would be minimal because the bands and disco would play until well into the small hours and the organisers' pre-event publicity said, "Get ready for an experience that will leave you smiling, laughing and thrilled."

In a serious moment, Luis Jeronimo, Landmania president, said, "We're dealing with a changing demographic, there's more younger owners of Land Rovers and perhaps, slightly less adventure."

He continued adding that: "Eighteen per cent of the event's income came from tickets for the professionally organised kids' activities."

This illustrates that this event is a family affair and so also justifies four different levels of off-road tracks to suit everyone from novice to experienced which, in many ways, is what it's all about.

It's also all about Land Rovers and, alongside the aforementioned, LHD Series IIIs and three-door Discovery Is, there was a great selection of Land Rovers on site.

The Series models encompassed a range from a diminutive early 80in to a stout One-Ton 109in IIA. The coilers present included Solihull's SUVs and any number of 90 and »

This full-tilt Series III was being used by the event organisers

> ‘Groups of friends gathered for lengthy communal buffet lunches and generous amounts of wine’

110 models. All these were complemented by a good selection of Santanas of various ages and wheelbases that had been assembled in neighbouring Spain so there was plenty to see.

Sunday morning’s grand finale for the event was a loose convoy from the site to an open square on the seaward edge of Porto. It involved driving across the 19th-century Ponte de Dom Luís I, a double-deck metal arch bridge that spans the Douro River between the cities of Porto and Vila Nova de Gaia.

When constructed, its 172m span was the longest of its type in the world. And, to this day, rail traffic uses its upper deck while road traffic uses the lower.

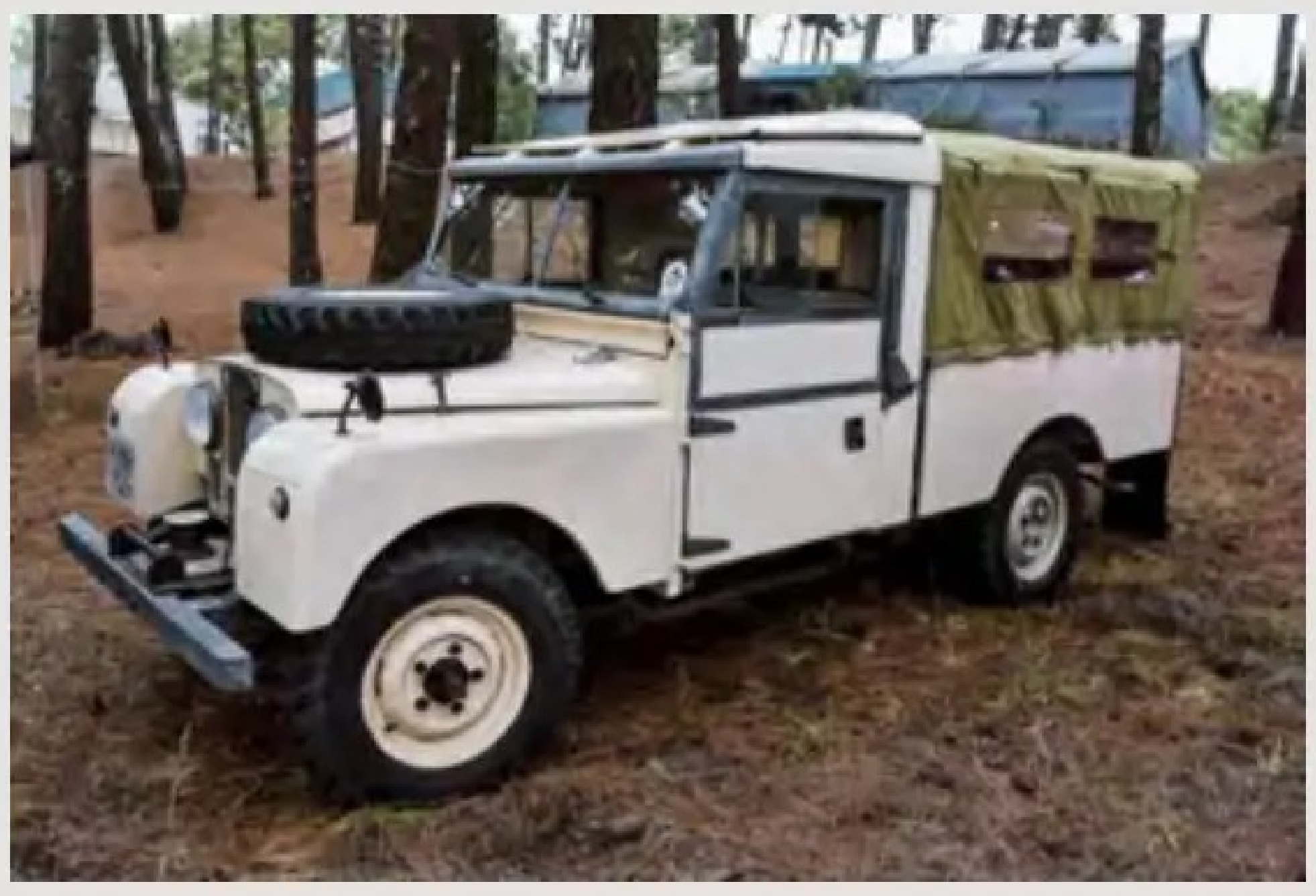
The square filled up with hundreds of Land Rovers that were marshalled into lines by club members. In the sunshine, this gathering soon took on a party atmosphere with people dancing on their roof racks to music from the PA.

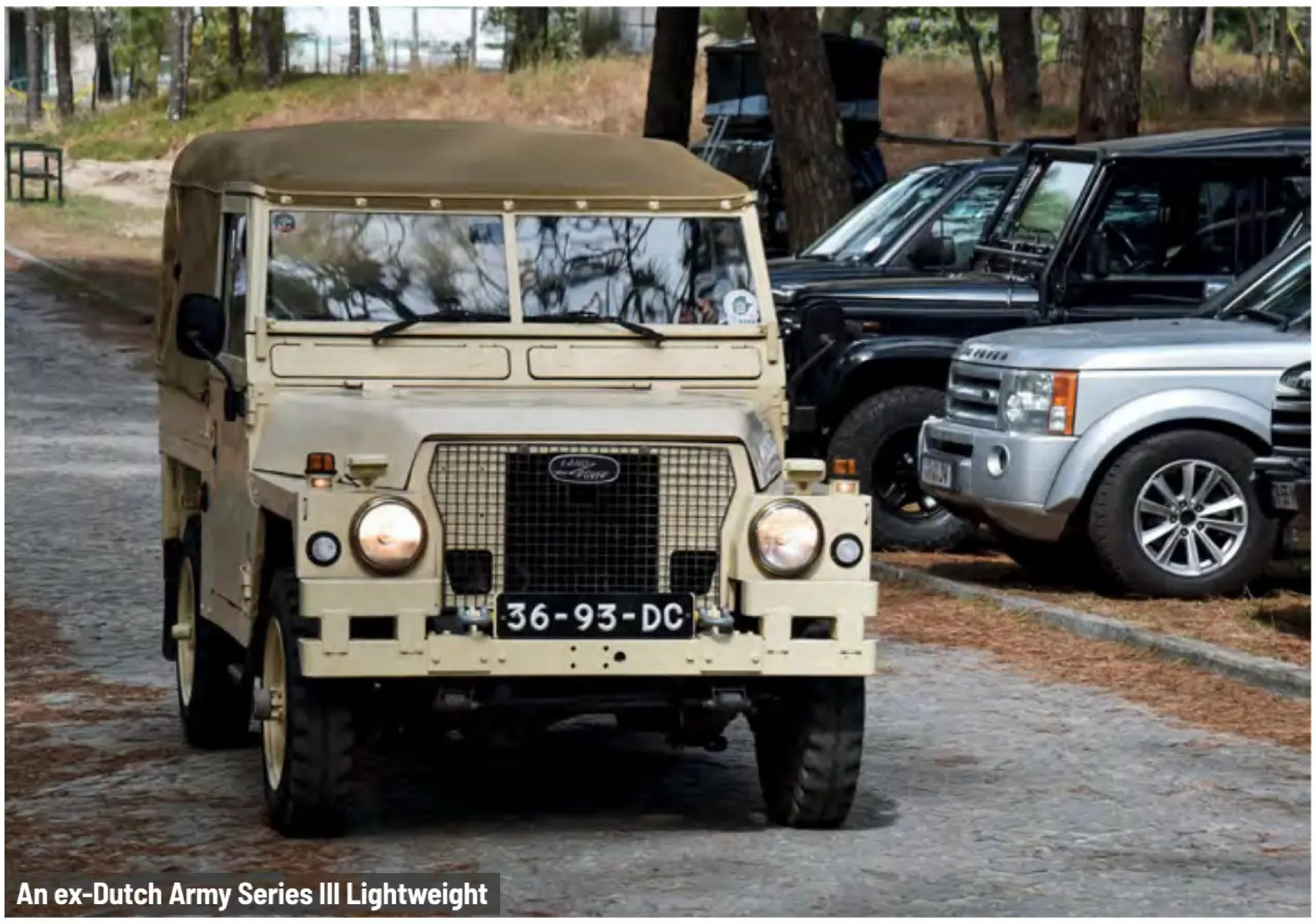
After this, things wound down quickly, some people who’d packed up before leaving the campsite were clearly heading home from here. Others were going back to the campsite for a quieter day and a complimentary sandwich from the hog roast, ahead of another night under canvas before their journeys home.

It will be two years until it’s the Landmaniacs turn to host the Enco(ue)ntro Ibérico Land Rover again. Who fancies driving out from the UK in 2026? CLR

1955 107IN

Alvaro Blanco came from Vigo in Spain to the rally in his 109in pick-up formerly used by General Franco’s forces.





An ex-Dutch Army Series III Lightweight

The Iberico event was all about fun and families

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018/25

Ben Haywood and his team using the right-hand drive Ken and left-hand drive Vincent to carry adventure seekers around Montenegro

MONTENEGRO DUO

Hendrik Bester travels to Montenegro to meet a British couple who use Defenders in their outdoor adventure company

WORDS **HENDRIK BESTER** PICTURES **BEN HAYWOOD, HENDRIK BESTER**

Adventures
in untouched
beauty
discoveredmontenegro
SAN DIEGO
SURF LIFE

While I was Googling the availability of Series Land Rovers for a road trip in Montenegro, I came across Ben and Emma Haywood.

They are an adventurous British couple who have been running an outdoor activity holiday experience in Montenegro for the past 14 years. Their vehicles of choice are two Land Rover Defenders named Ken and Vince.

When my wife Susan and I arrived in Montenegro for our summer holiday, we met up with them near Lake Skadar, one of the largest lakes in the Balkans.

Emma told us that she and Ben had travelled all over the world, visiting 50 countries, before deciding to start an eco-tourism business. They considered Madagascar and Zambia but ultimately chose Montenegro. According to Emma, Montenegro “has the same mountainous beauty as Canada and the nature of Africa”.

They bought a traditional stone house near the lake, overlooking a beautiful valley, and began restoring it into a charming guesthouse for their visitors. It was named Villa Miela.

Over the past 15 years, they have made Montenegro their home. They obtained permanent residency and learnt to speak Serbo-Croat, which also helped them understand Russian.

Between the two of them, they can also speak English, German, and French.

When we arrived at Villa Miela Ken and Vince, were waiting for us, parked on the old road from Skadar to Bar.

I began photographing Ken, the red 2001 Td5. Despite having 181,918km on the odometer, it was in excellent condition.

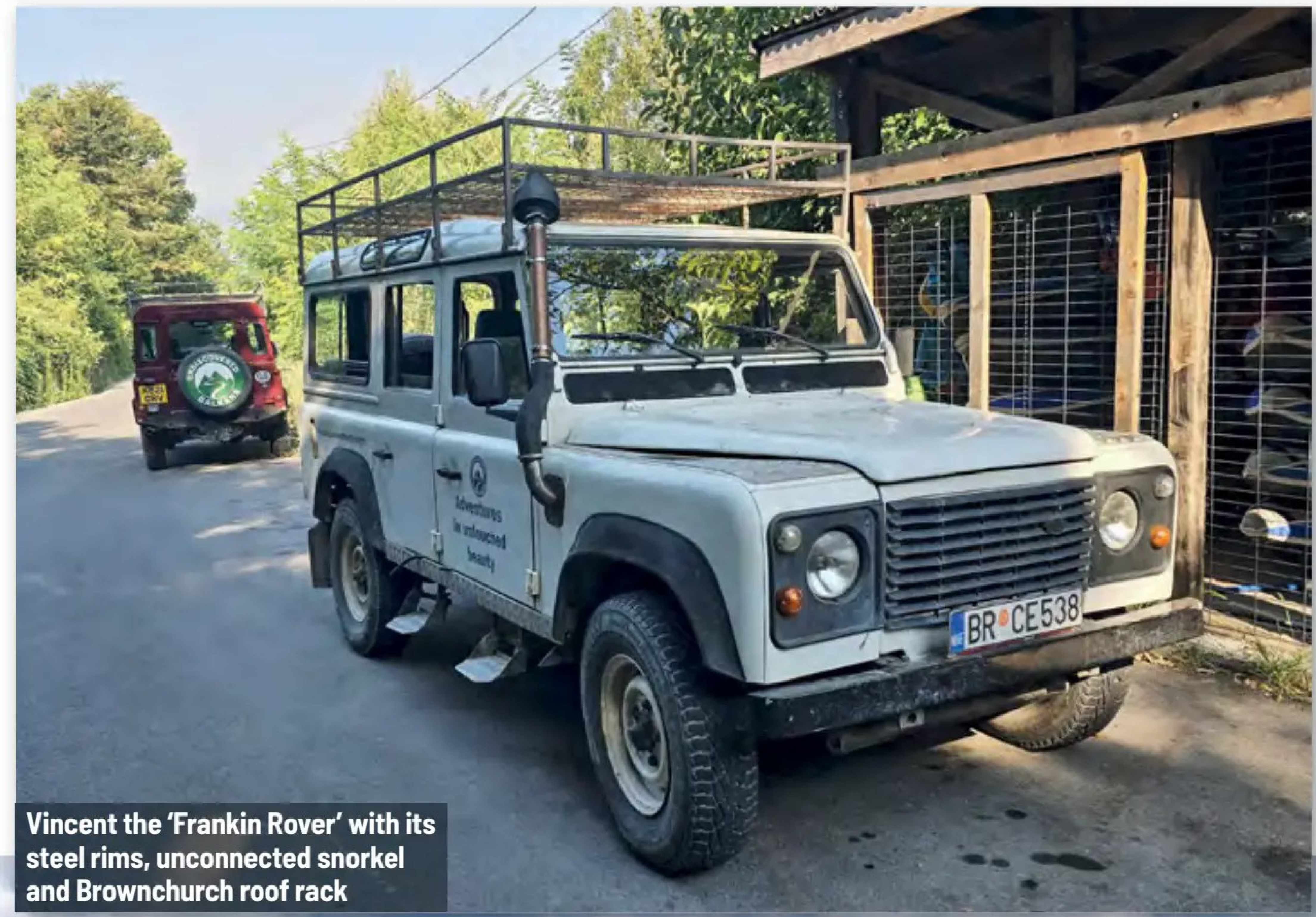
Ben had removed the centre console to add an extra seat, making it a ten-seater. They had re-upholstered all the seats in both Land Rovers over the past year.

Both vehicles are equipped with Brownchurch roof racks, and Ben mentioned he can easily load six to eight kayaks on each. When I asked about the absence of a stepladder at the rear, he replied: “It’s much easier to load and unload from the front, standing on the fenders or bonnet!”

He explained that Ken had a roof rack fitted when they bought it, and a local Land Rover enthusiast built a matching one for Vince.

Ben bought Ken in the UK, saying they were cheaper there than in Montenegro. However, it took five gruelling days to drive it to Montenegro.

This was the second Land Rover he imported this way. The first was named Boris after the-then mayor of London (later



Vincent the ‘Frankin Rover’ with its steel rims, unconnected snorkel and Brownchurch roof rack

Beautiful mountains and streams of the mountain kingdom of Eastern Europe

MAGNIFICENT MONTENEGRO

Montenegro is a great place to visit with your Land Rover. Beautiful places like Kotor and Perast are at the top of the list. From the late 14th century to the late 18th century, large parts of southern Montenegro were ruled by the Venetian Republic and incorporated into Venetian Albania. During this time, buildings were erected that stood the test of time. You have the old towns in Kotor and Budva with a real charm. The whole town of Perast is a UNESCO heritage sight and one of the jewels of the coastline. Seafood is of good quality and swimming in the Adriatic Sea is refreshing. Montenegro is the only European country with the word mountain in its name. Just have a look at the photos and you will be charmed.

‘No other vehicle symbolises adventure like a Land Rover does’

Beacon of light in the Balkans: With only around 600 000 citizens in Montenegro, Ben and Emma are making a visible impact in the tourism sector being one of the first expat entrepreneurs in their field

Tatty used to be Spencer Wilks’ personal Land Rover and is still in family hands

Workhorses near Lake Skadar

Ben and Emma in front of Villa Miela

to become prime minister). It was blue with a white roof, which inspired the name.

Unfortunately, Boris was involved in an accident and was beyond repair. With the insurance money, Ben bought Ken, named after ‘Red’ Ken Livingstone, another former mayor of London but this time from the Labour Party.

Ken looks like a typical Td5, with alloy rims and standard 235x85x16 tyres. The steering wheel is from the later Puma model.

Vince is a white 200Tdi Defender and is named after Vince Cable, the former leader of the Liberal Democrat Party. Without stating the obvious, all the Land Rovers have been named after politicians and Ben mentioned that they once had a green Discovery which they named Caroline after Caroline Lucas, a former leader of the Green Party. “It’s just part of a silly joke,” Ben explained. “We had other cars like Nissan and Mitsubishi but never named any of them. But these Land Rovers are four-wheeled family members and need to have names. I guess it’s because you feel they have a soul. And like people, they also have a lot of faults.”

Vince’s speedometer reads 410,000km and I asked Ben if this was the original engine’s mileage. He explained that he had bought it in Montenegro, so it’s left-hand drive, and according to the chassis and engine numbers, it is indeed the original engine. However, Vince is a ‘Franken-Rover’ as Ben described it, assembled from parts of many other Land Rovers. The five-speed gearbox isn’t synchronised between first and second gear, the air conditioning was taken from a Series Land Rover and the steering wheel is from a Discovery. “But Vince drives like a dream,” said Ben. “Ken, the TD5, offers a more refined drive, though, with less engine noise, more power, and a synchronised gearbox,” he added.

I was curious about where their love for Land Rovers originated. Without hesitation, Ben answered: “Africa!” His response caught me by surprise as I had expected a story rooted in British tradition.

He continued: “In the early 2000s, while Emma and I were travelling the world, we had the chance to visit some very good friends of ours in Tanzania who were working on the Lion Project in the Serengeti. They had two Land Rovers as their research vehicles. One evening, they hosted a braai (barbecue) for all the other researchers in the park, including those from the Hyena Project and the Cheetah Project. Everyone arrived in Land Rovers!”.

Ben had asked them: “Why are you all driving Defenders when all the safari companies use Toyota Land Cruisers? We all know that Land Rovers aren’t as reliable as Toyotas.”

One of the longtime researchers, a Dutchman named Koen (Ben never caught his last name), replied: “That’s exactly why we drive them – Land Cruisers rarely break down, but when they do, it’s after years of service, and then you’re stuck 500 miles from Arusha. They’ll order a part from Belgium, which will take five weeks to arrive. And by that time, the lions will have eaten you.” Koen continued: “With Land Rovers breaking down regularly, we’ve all learned how to fix them. Since the design hasn’t changed much in the past 40 years, there’s also an abundance of parts available. If you have a 5/8in spanner, a hammer, duct tape, and WD-40, you can fix most problems in 15 minutes!”

Ben went on: “Koen also told me, ‘Wherever you are in the world, you’re never more than 50km from someone who owns a Land Rover and can help!’ So, when it came time to choose vehicles for our business, it was easy. The fact that we have a ‘father-and-son specialised Land Rover mechanic team just 20 minutes away in the capital city of Podgorica made the decision even easier. And, I might add, the Land Rover outlet shop is just around the corner from them.”

I was curious if, after 14 years, they still felt it was the right choice. “Yes, it was,” said Ben, with Emma agreeing. Ben added: “When we first drove Boris across the border into Montenegro, I saw five police Land Rovers parked at the gate. Right then, I knew there would be spare parts available. But in all these years, we’ve only had one serious breakdown – aside from the bits that fall off all the time.”

He said it was important to regularly service them, not take them off-road too often and keep them out of water where possible. “We use them for carrying our guests and gear around Montenegro. The off-road tracks aren’t challenging at all.”

Lastly, he added an important point as to why the vehicles fit in with what they did. “We could have used ten-seater vans, but no other vehicle symbolises adventure like a Land Rover does.”

Ben then shared an interesting family connection to one of the ‘royal fathers’ of Land Rover: one of his aunts is the granddaughter of Spencer Wilks. Spencer Wilks was not only the visionary who helped shape Rover but also the man who settled on the name Land Rover. The story goes that in 1947, Spencer, then managing director of the Rover Car Company and owner of the Laggan Estate on the Isle of Skye, was driving his heavily modified Rover 12 across the rugged landscape. The estate’s gamekeeper, Ian Fraser, remarked that it must be a “Land Rover”, and thus the name was born, later formalised by Spencer Wilks.

Ben also discovered something remarkable after buying his Defenders: his uncle and aunt own Spencer’s 1949 Series One, affectionately called ‘Tatty’. Ben proudly showed me a video of his father and son driving Tatty. The name comes from the worn appearance of the rear canvas, which looks like a tatty mackintosh.

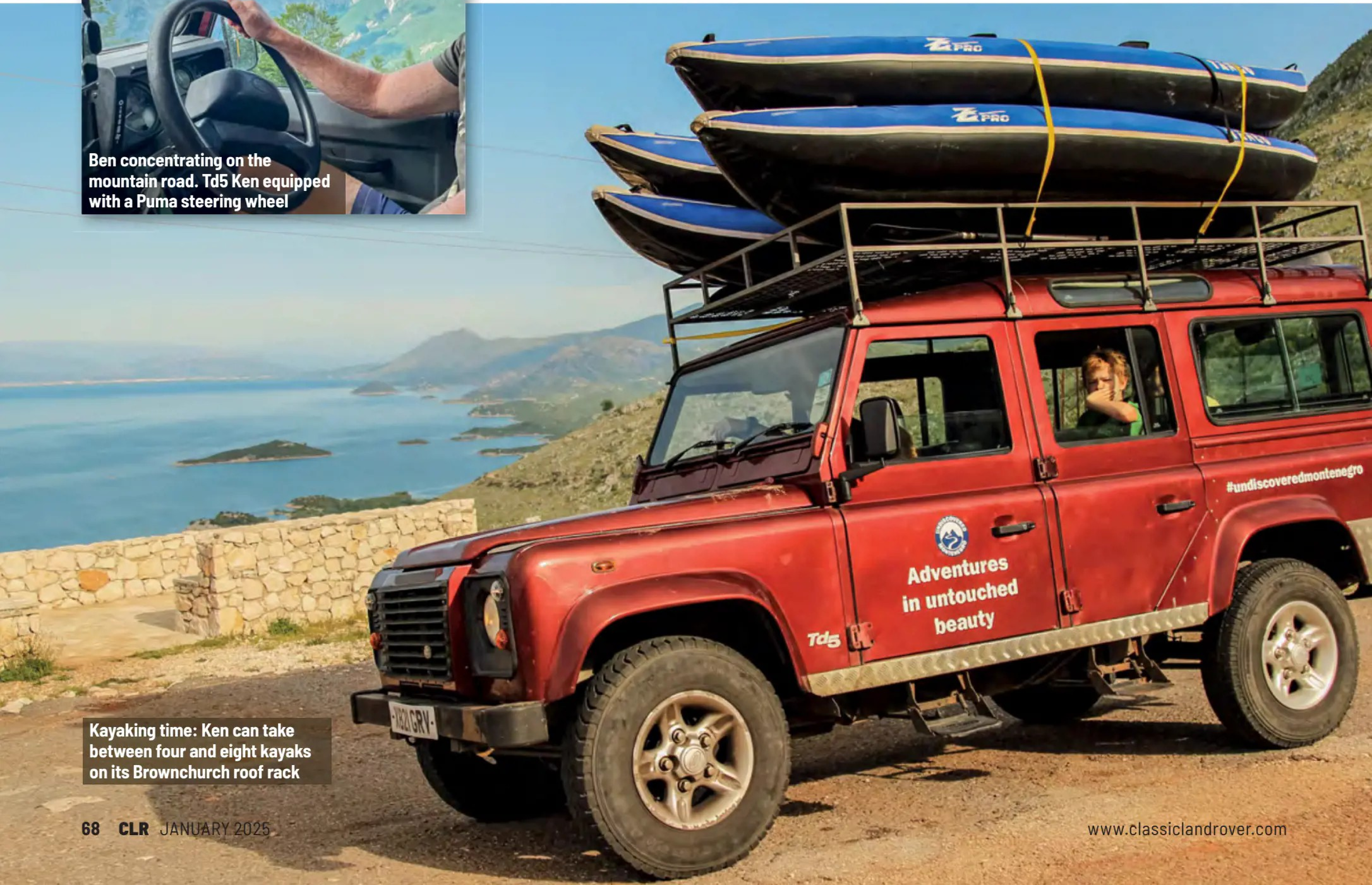
If you want to experience the beautiful mountains, lakes, and sea bays of Montenegro, Albania, Bosnia and Herzegovina, Croatia, Kosovo, and Serbia through adventure – and meet Ken and Vincent – check out their website: https://undiscoveredbalkans.com. CLR

‘The off-road tracks aren’t challenging at all’

UNDISCOVERED MONTENEGRO
GB

Ben discovers the undiscovered Montenegro winter with Td5 Ken. It took five days to drive Ken from the UK to its new home country

Ben concentrating on the mountain road. Td5 Ken equipped with a Puma steering wheel



Kayaking time: Ken can take between four and eight kayaks on its Brownchurch roof rack

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TIME WARP NINETY

When Robina Hill-Loomes set out to buy a Land Rover to use as a tow vehicle, she fell in love with an open-topped ex-British Army Ninety

WORDS AND PICTURES **ANDREW STONE**

For several years I regularly spotted a patinated green Land Rover Ninety parked on a street near my home. I've always been intrigued by the vehicle and have seen the owners use it throughout the year, no matter the weather, which is quite remarkable as it only has a canvas hood.

I've been keen to feature it in the magazine, but short of going door to door in the neighbourhood, I had no way of knowing who it belonged to.

Then earlier this year I saw it being driven into the local Sainsbury's car park and knew I had to take my chance.

I approached the driver, who turned out to be Robert Loomes of Loomes of Stamford, a well-known business which repairs and restores antique clocks, watches and dials.

Loomes is also known for making three entirely British-made luxury wristwatches from its premises in the town.

Robert, who owns a Triumph TR7, explained the Ninety belonged to his wife, Robina Hill-Loomes, and promised to set up a meeting with her so I could find out more about the vehicle.

It took a few months to find a date that worked for us both, but when I did eventually sit down with Robina, the first question I asked is, why a Land Rover?

"Horses," came the reply. "I got it in June »

'Robina uses the Ninety as a daily driver throughout the year'

The 'tatty' looking Land Rover with its canvas hood is what attracted Robina to the vehicle

UNV

14 years ago after buying a horse trailer. The laws had changed regarding the capacity of the car needed to pull a trailer and I owned an Alfa Romeo Spider at the time which wasn't going to pull anything.

"I don't think many people realise just how heavy a horse is.

"I needed something that could tow a heavy horse trailer with a particularly heavy horse in it."

Robina said she had always been a fan of the 1970s hit television series M*A*S*H and "fancied myself as Hot Lips Houlihan", the feisty head nurse in the show played by Loretta Swit.

"My best friend even bought me a telephone with these massive red lips," she said laughing. "So, I sold the Alfa and bought the Land Rover. It was perfect from day one and had the canvas hood when I bought it, which really appealed to me.

"I use the vehicle throughout the year, and it is great way to acclimatise myself when I go to the yard where the horses are kept.

"Whatever the temperature is out there, I dress accordingly, get into the Land Rover and by the time I get to the yard I'm not climbing out of a nice warm vehicle, I am climbing out ready to ride.

"The other thing I love about it is taking the whole top off and having it completely open. I only put the back curtain down when it snows otherwise it stays open. I'll put the sides down when it's raining."

Today Robina owns two horses, Romeo, an appaloosa and Jack, an Irish cob. "Romeo is 18 and Jack is 32, which is ancient for a horse," she explained.

"It's quite remarkable. He's a good breed, so I think that helps. I used to ride him regularly but today very, very little, only on a good day with a following wind. He's got to want to.

"But when you pick up the saddle and carry it to his stable, he looks so thrilled. Horses need intellectual stimulation, and he's one of the cleverest horses I've ever met."

Robina said they knew very little of the Ninety's history, only that it was manufactured in 1986 and first registered in 1999 and was an ex-British Army vehicle that had seen service in Bosnia at one point in its life.

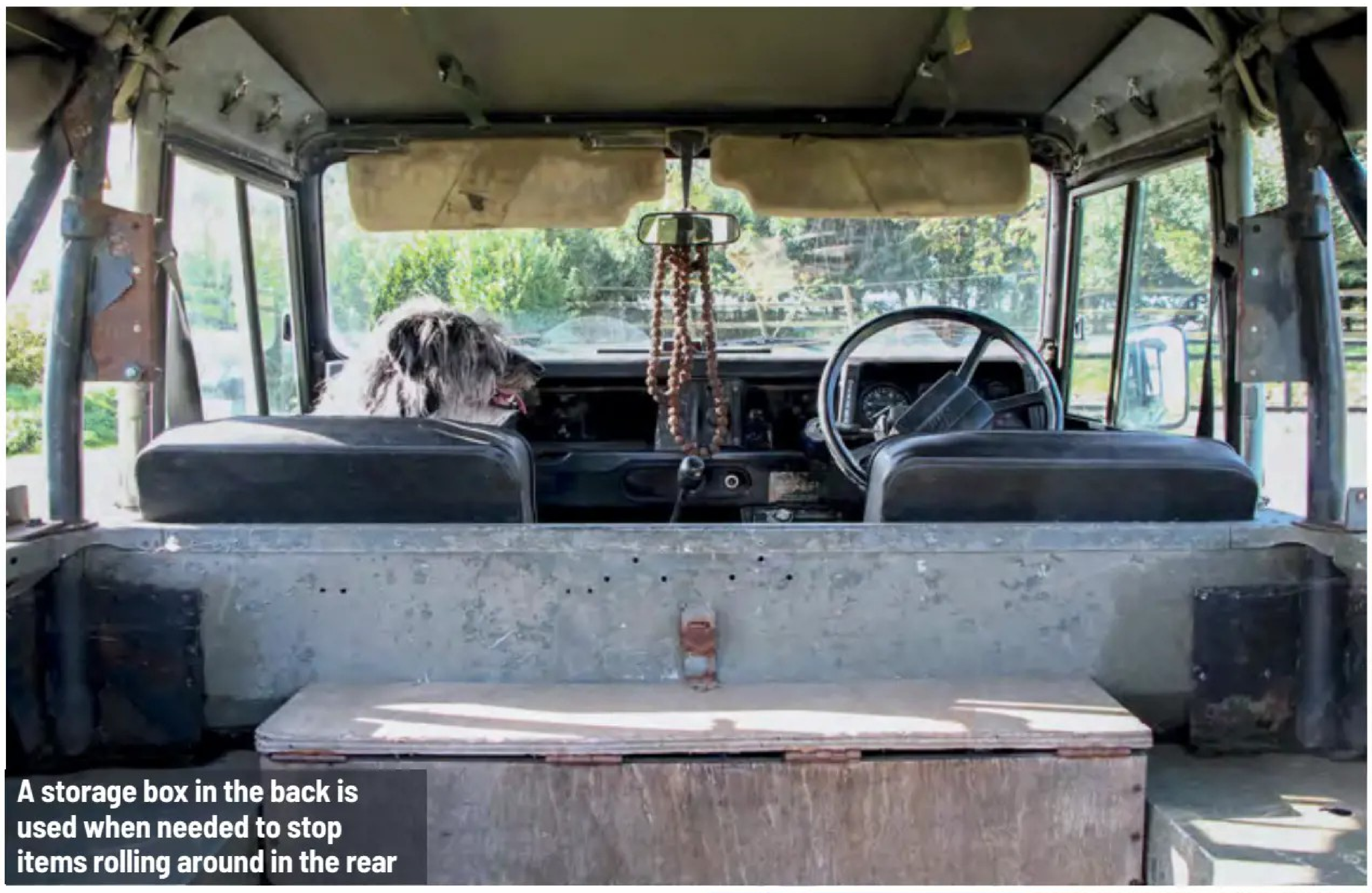
"When I bought, it had a 200Tdi from a Discovery fitted, so at some stage had undergone an engine swap.

"We've no idea what the right mileage is as the speedometer didn't work for the first four years we had it," she said. "I used to guess what speed I was doing, which was quite easy to do as it's very hard to speed in a vehicle like this."

Robina said she found the "tatty" look of the old vehicle particularly appealing. "It's cool and always gets people talking," she said.

"I used to cut quite a figure arriving at the

> 'One of the advantages of owning the Ninety is that it costs very little to maintain'


A storage box in the back is used when needed to stop items rolling around in the rear

Robina with Romeo (left) and Jack (right)

The tow bar was a must-have as the vehicle was bought to tow a heavy horse trailer

local riding club in my tatty old Land Rover towing an old horse trailer with an 18-year-old horse in it and my dog, a tatty lurcher named Murphy, sitting alongside me.

"It's what I like about the Land Rover, it draws so much attention wherever it goes even though it looks like it does."

The luxury watches, horses and Land Rover all go hand in hand, and the Ninety, which they refer to as 'The Landy', has even been used in publicity photographs for the shop.

"There's an image showing one of the watches we make, the Robin, with Murphy and the rear of the Land Rover forming the backdrop. It has appeared in several magazines," said Robina.

One of the advantages of owning the Ninety is that it costs very little to maintain each year.

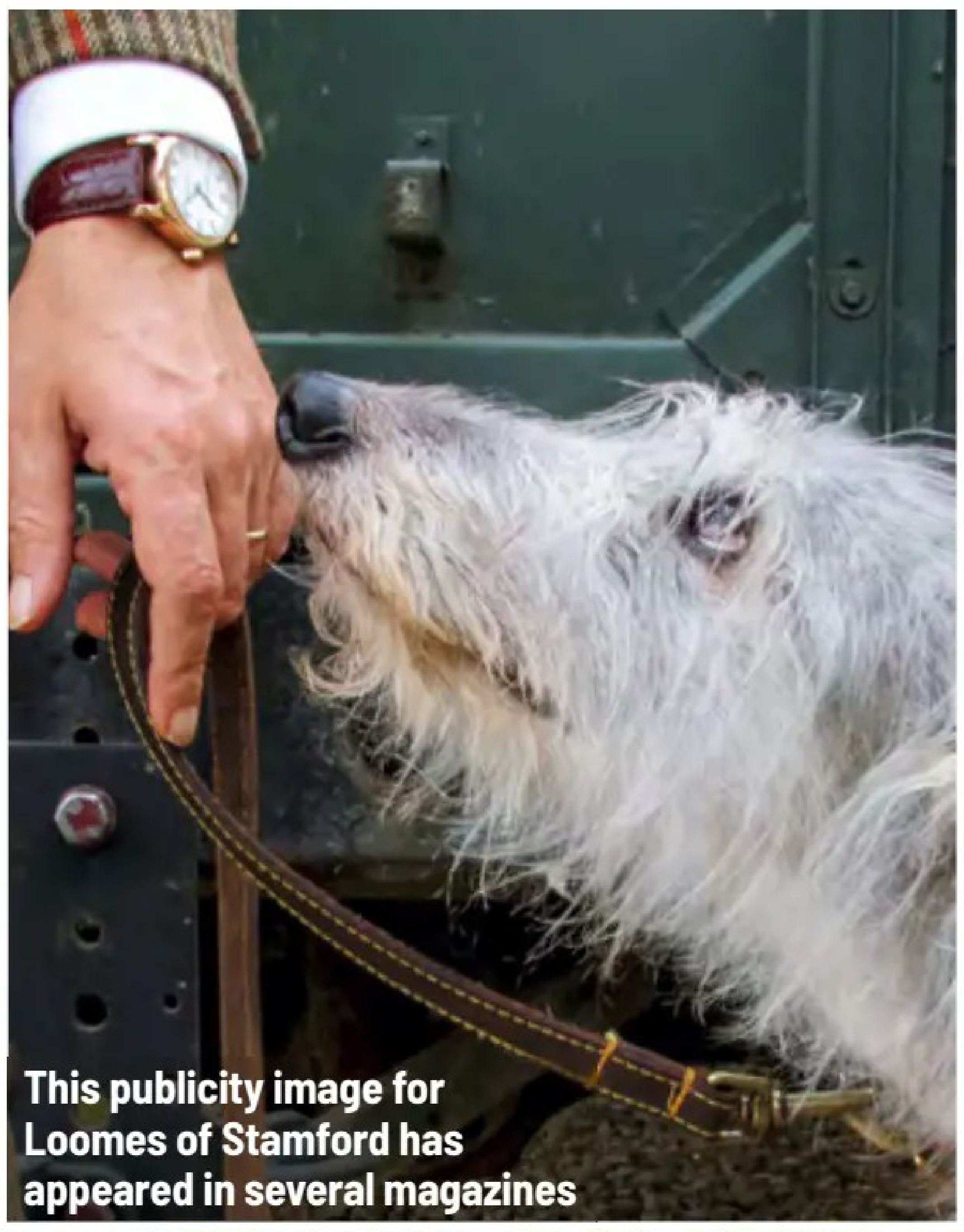
"It has been very reliable, and I'd guess we spend between £500 to £1,000 on it per year on maintenance, servicing and other costs. Insurance is about £150, so it's not an expensive car to run at all. As a bonus, in a couple of years, there won't be any road tax to pay on it either." »

MILITARY HERITAGE

The One Ten was launched at the Geneva Motor Show in March 1983, bringing an end to the leaf sprung Land Rover era. The new coil-sprung vehicle seemed quite modern when it first arrived, although the spartan interiors and many of the fittings were carried over from older models. The Ninety was launched the following year in June and buyers initially had the choice of a 2,286cc petrol engine or 2,494cc diesel, with both mated to a five-speed gearbox. There was also a choice of canvas or hardtop.

With the military moving to diesel for its green fleet, those taken into service with the UK's armed forces came fitted with the 2.5 N/A 9J engine. This proved adequate but carried on the long tradition of Land Rovers being underpowered for the job. They were mostly used as general service and fitted for radio variants. Those serving in Bosnia were given cold weather adaptations to cope with the severe winters including studded tyres and snowchains. If you can find either a One Ten or Ninety in good condition, they make a good all-rounder while fitting a TDI improves the driving experience.

Wellington boots are a must for regular visits to the stables



This publicity image for Loomes of Stamford has appeared in several magazines

Romeo, aged 18, poses with Robina and her Ninety

Up until recently, the vehicle was serviced and maintained by local mechanic Richard Naylor, who has just announced he would be closing his garage after more than 35 years of service.

Robina uses the Ninety as a daily driver throughout the year, either going to her horses or to the business which has been running since 1987.

Asked if she had any concerns over the theft of the Ninety when parked in the street, she said it was hard to protect due to the canvas hood.

"It is open all the time and in the past we have found signs of kids playing in it, which I don't mind. In one respect, one of the good things of living where we do is that everyone knows who owns that Land Rover."

Robina is correct in that regard as she and her current lurcher Cerys, who is usually perched on a bed between the front seats, are recognised all over town.

'As a bonus, in a couple of years there won't be any road tax to pay'

Robert said: "I turned up at a car wash one day with Robina's Land Rover and the guy asked, 'Is your missus not with you?' I said no, so he replied, 'We call her the blonde Buddhist'.

I asked why, and so he said, 'She's got those hippy beads wrapped around the rear view mirror and she clearly doesn't care about the value of anything as she drives a scruffy Land Rover with a scruffy dog alongside her!'"

"I usually look scruffy too," said Robina laughing, "as every time they see me, I'm coming back from the horses. I don't care very much about image.

"The prayer beads he was referring to are genuine and were given to me on a trip to Nepal when our watches went up Mount Everest with the Gurkhas.

"We went out to meet the Gurkha team as they came down the mountain. I keep them wrapped around the rear view mirror of the Land Rover now."

While mostly used for short trips around town, the couple do on occasion use the Ninety for longer journeys.

"We'd go anywhere in it, but it's just slow," said Robert. "It can be quite exhausting on a long trip, and you don't have climate control, but if you feel in a pioneering mood, it's the vehicle to take. There's always fresh air for the dog!" CLR

The prayer beads were a present on a trip to Nepal

At some point the ex-British Army Ninety served in Bosnia

Robina Hill-Loomes is instantly recognisable driving her Ninety around the town where she lives

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WET WEATHER

In 1998, a magazine road-test of a brand new V8 Discovery 2 didn't quite go to plan

WORDS AND PHOTOS **JOHN CARROLL**

The Discovery 2 in one of the fords on Strata Florida

> 'The thing with press fleet test vehicles is that they aren't equipped for greenlaning'

TESTING

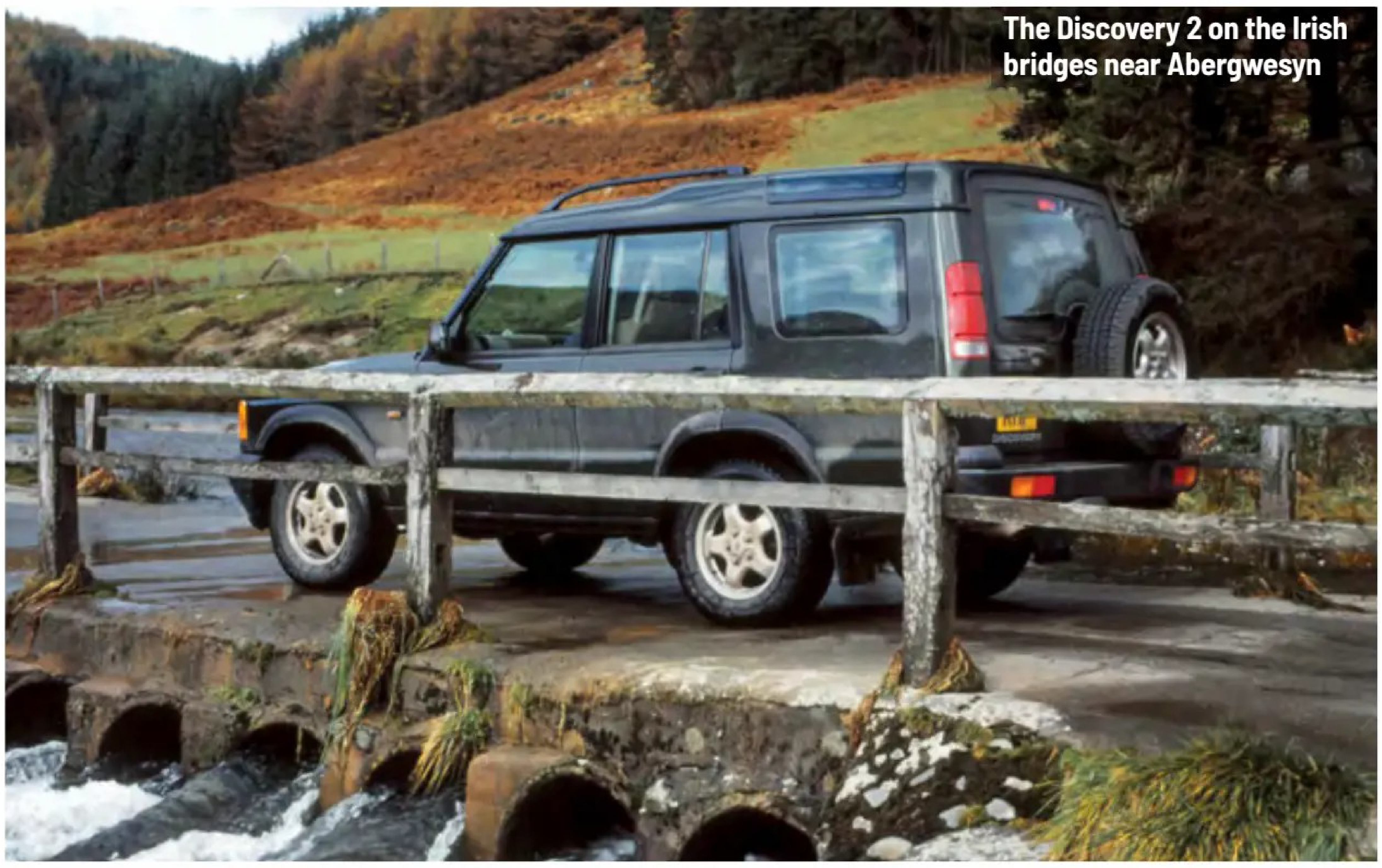
Water running off the hills

Recent dire weather forecasts for much of Wales reminded me of a time when, in pursuit of a magazine road test, a few of us were caught in the tail end of one such storm.

It was the autumn of 1998 and the vehicle we were photographing was the recently launched Land Rover Discovery Series 2. The vehicle was from the manufacturer's press fleet and was being loaned out to almost every motoring magazine to get publicity for the new models in both Td5 and petrol V8 engine forms.

The 4.0-litre V8 automatic Discovery had been delivered to the magazine office in South London and driven west on the M4 and then up into mid-Wales.

The destination was roads well-known to motoring journalists and photographers. One of these is the 'Tregaron Road,' that runs from Beulah through rural Ceredigion to Tregaron and includes Devil's Staircase near the village of Abergwesyn. Years ago it was a famous stage on the RAC Rally as the Devil's Staircase forms part of the twisty 14-mile Abergwesyn to Tregaron route so is quite a challenge in the dark or bad weather.


The Discovery 2 on the Irish bridges near Abergwesyn

The track was more like a stream with rainfall run-off

Plenty of cars have been photographed along the Tregaron Road but the fact that it intersects with the southern end of Strata Florida was also of interest to me.

I recall being in my 300Tdi 90 and meeting up with the guys along the first section of road where there's a wide flat area and two 'Irish bridges' cross the same river just before the road climbs.

Cheap to build, an Irish bridge comprises submerged pipes that lie in the river bed over which a roadway is built. The roadway remains above the water when the flow is low, but becomes submerged when flow increases drastically.

Like any ford, they can be unsafe for traffic during floods because of the power of the current flowing over the road surface. In the case of the pair on the Tregaron Road, apocryphal rallying stories have cars being washed off the road at one bridge and back on at the other.

One of the two bridges was still flooded at the time of our visit and grass and straw above the water level was evidence that it was receding so we pushed on to the junction with the Strata Florida track and its numerous fords.

The thing with press fleet test vehicles is that they aren't equipped for greenlaning. This meant AT tyres at best and not much in the way of recovery points so we had to be careful not to get them stuck and to not do any damage.

That day was a case in point; part way into the track which is mostly hard surfaced so usually passable in a new car on road tyres we got to a ford that was too deep to risk crossing.

Water was still pouring off the hillsides and we knew that we hadn't got as far as the deepest ford. This meant that there was no option but to turn back rather than risk the V8 in water that was too deep and hydraulic lock it.

The day hadn't been a failure though; we'd seen Wales in one of its dramatic moods, we'd photographed the seven-seater Discovery for the magazine and we'd enjoyed driving the opulent V8 machine with its new technology.

This included self-levelling air suspension on the rear axle and the optional active cornering enhancement which controlled cornering roll and so made it ideal for driving through the twisting lanes of mid-Wales before wafting back along the M4 and M25 to Croydon. CLR

CAN-DO CLASSIC

While initially not actively looking to buy a Land Rover, Emma Clark's mind was made up after seeing a deal she could not ignore

WORDS **ANDREW STONE / EMMA CLARK** PICTURES **EMMA CLARK**

US-based Emma Clark with her 1992 Beluga Black Range Rover Classic

When US-based Emma Clark first started looking for a 4x4 to use as a full-time overlander, little did she know that she'd eventually settle and fall in love with a 22-year-old Range Rover Classic.

Emma, who lives in Gunnison, Colorado, had been travelling around the US for two years when she came across a 1992 Beluga Black Range Rover Classic that caught her eye.

"It was too good an opportunity to pass up," she explained, taking up the story. "I bought it in Salt Lake City at the end of 2023 from a guy with multiple vehicles just sitting in a lot. It was being sold for $900 (£693) and I couldn't pass up the deal."

Although the seller explained that the vehicle needed "a bunch of parts replaced", Emma said it was fortunately not as bad as he made out to be. "It had been sitting and needed work, but the interior was in decent shape, so it was worth the investment."

Emma said her desire to own a 4x4 started when she moved from the Appalachians in Pennsylvania to the Rockies in Colorado – essentially one mountain range to the next.

"After moving, I quickly noticed that you can pretty much drive down any road and see a dirt track or an off-road trail entry.

"I love to explore and the mountains were calling for adventure. So, I started looking for an off-road vehicle, something older that was affordable but still reliable and able to handle hard work."

'Emma said future projects would include an upgrade to the suspension'

Emma started doing some research and "stumbled" across videos of Land Rovers online. "I didn't know much about the brand at the time, but I was impressed with what I saw, she said.

"The Range Rover in particular was a traditional off-road vehicle with lots of history, but still comfortable. I knew it was the one for me.

"I had been expecting to buy a hard-working vehicle that was rough around the edges with an interior to match. Instead, the Range Rover Classic gave me a level of comfort and luxury that was unexpected."

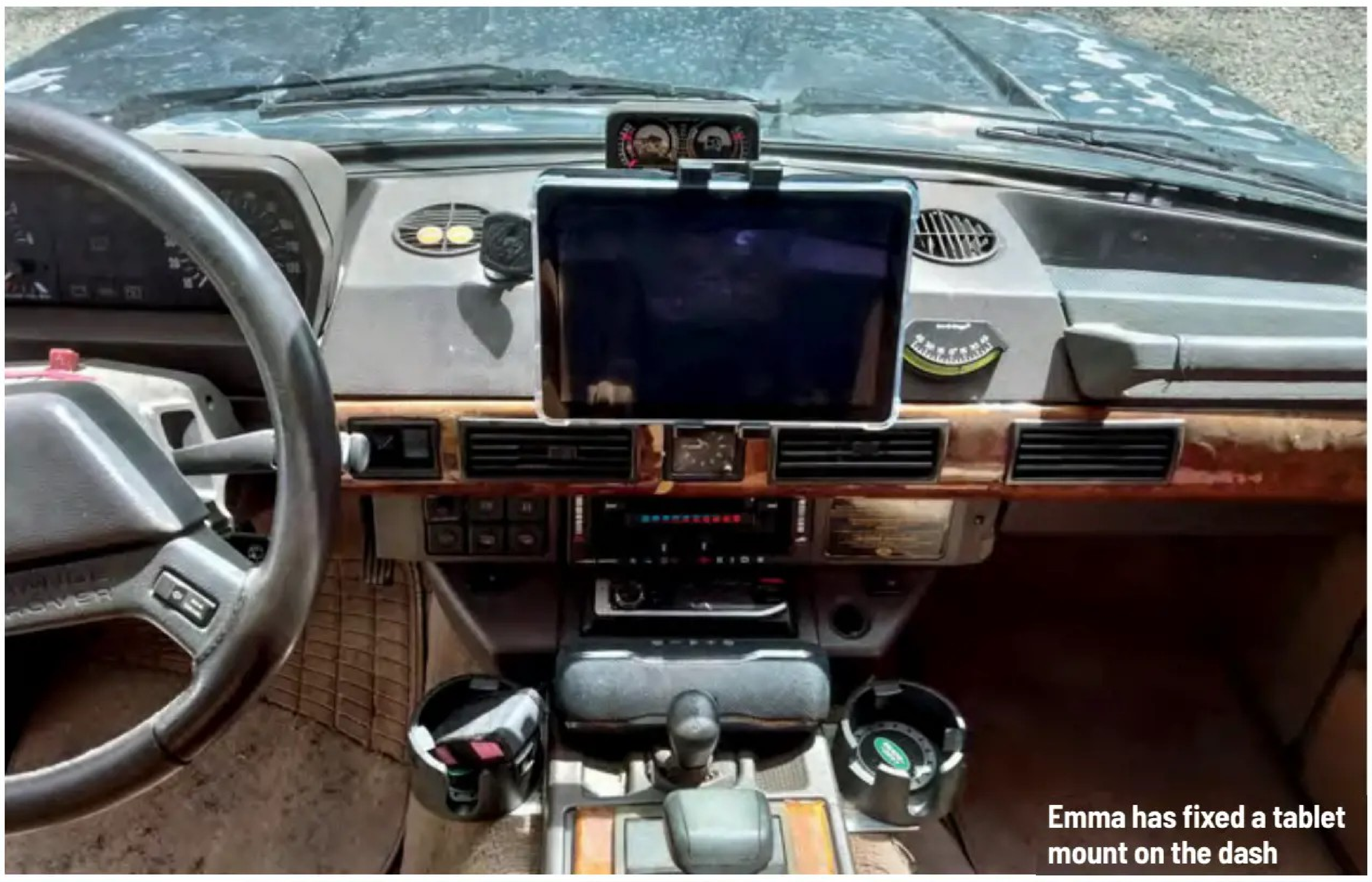
Nearing the end of her travels around the US, Emma was passing through Salt Lake City in Utah at the end of 2023 when she spotted the vehicle. "I ended up driving a 12-hour round trip to pick it up when the deal was done," she said.

"The seller said it needed a new power steering pump and a new drive train, but luckily, that wasn't entirely true. To cut a long story short, I don't think he knew what he had, and I got one heck of a deal."

The vehicle has around 196,000 miles on the mostly stock 3.9lt V8 engine. Emma has used the services of a local workshop in her home town and little by little has set about improving the vehicle mechanically.

"The team from J&M Auto and Diesel Repair in Gunnison, Colorado, were just as

»



Emma has fixed a tablet mount on the dash

So far, the vehicle has been able to handle everything Emma has thrown at it off-road excited about the build as I was," she said. "The first thing we did was an oil change, swapping out the old oil for Rotella T4 15W40 and a new Baldwin filter.

"I've found the vehicle loves conventional oil over synthetic so that's what I run. Almost all the sensors were replaced, along with vacuum and hydro lines.

"The seller had mentioned that the power steering pump needed to be replaced, but there was just a leak from a broken power steering hose. After the hose was replaced, there was no more leak, no more noise from the pump, and the steering was good to go."

A bumper from a Jeep Wrangler has been custom-fitted to the front

The 3.9lt V8 is still pretty much standard

A roof rack allows for accessories and tools to be carried outside the vehicle

Emma said the electrics also needed attention as some of the wires had been chewed by animals. They were replaced while a remote battery quick disconnect was also installed as a safety and security feature.

"Cosmetically, it is in really decent shape inside and out, but I am looking to get a paint job done eventually. I would like to stick to an original Range Rover Classic colour, but no matter the colour of the body, it will always look best covered in mud and dust."

Soon after taking ownership, Emma swapped out the old tyres for new 32in mud terrains. "And boy, can you feel a difference while crawling," she said. "It has so much traction now.

"Custom mounts have also been made to retrofit a custom quarter-inch steel bumper that was pulled off a Jeep Wrangler. Aftermarket LED fog lights were installed in the bumper and there is still room for a winch or two (one in the front and one in the back) to be able to get out of any situation."

A light bar has been mounted to a custom steel roof rack which holds toolboxes for safe storage outside the vehicle.

"I always make sure to carry just about any tool and extra fluids that I might need in a pinch. Anything can happen on the road."

Emma said that as a female, she was very used to hearing people tell her she could not do certain things, but that only made her more determined to do them. "That is a real driving force for me to prove people wrong," she said.

'Now and then, there is a little tyre rub on rougher trails, especially in the rear'

"The Range Rover Classic is my perfect match. There has not yet been a road or terrain it has encountered that we could not handle together. I put a sticker on the window which reads: You can go fast, I can go anywhere, and this amazing vehicle has earned that badge every time we have left the paved roads so far."

Emma said future projects would include an upgrade to the suspension. "Even though the vehicle drives smoothly and bumps in the road are felt minimally, I will be upgrading the suspension and replacing the steering stabiliser when the 2in lift is made.

"As is, the clearance is just fine for the road, but now and then, there is a little tyre rub on rougher trails, especially in the rear.

"Eventually, I would like to also install a snorkel so it can breathe clean air when driving dirt roads or crossing water obstacles.

"There are also some minor electronic things that need to be fixed, including the radio, heated seats, and power locks, but nothing serious that one can't live without."

Emma said most of all she had been "thoroughly impressed" by the can-do attitude of the Range Rover. "I wake up in the morning excited to see what the day will bring, where we will go, and what my Rover can do, and I am looking forward to pursuing full overlanding with it at some point in the (hopefully) near future." CLR

Emma says her Range Rover always looks best covered in mud and dust

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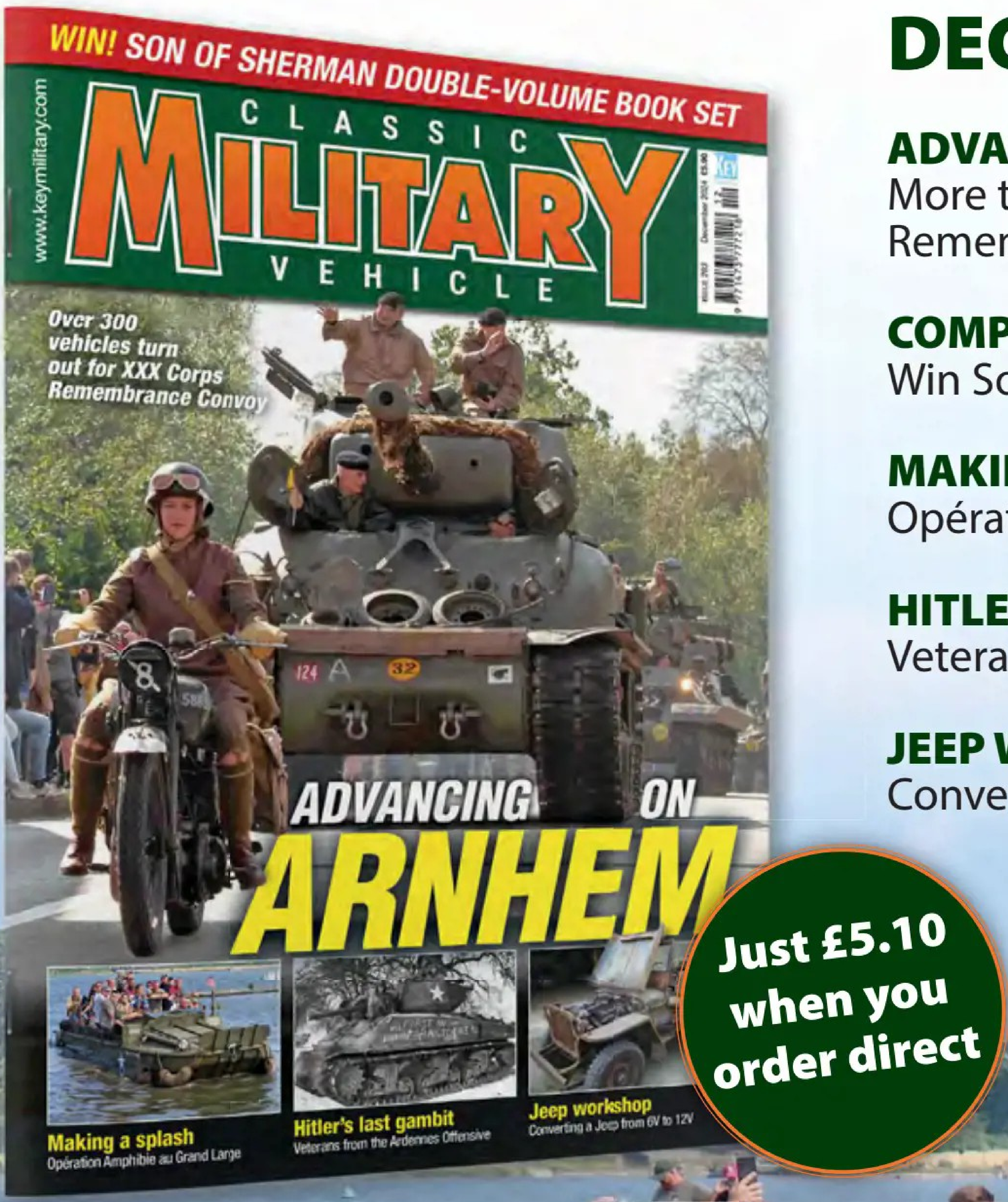
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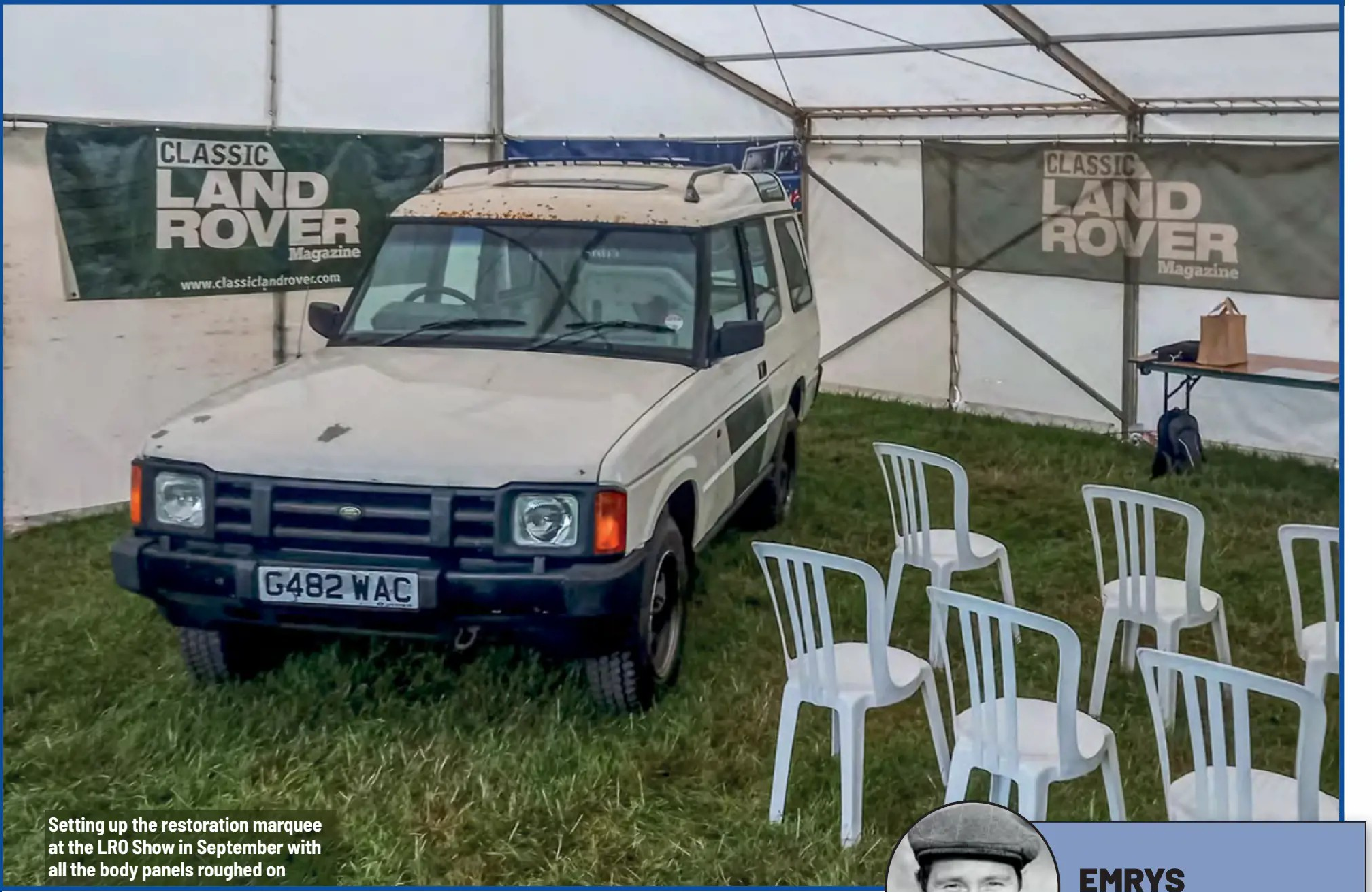


Setting up the restoration marquee at the LRO Show in September with all the body panels roughed on

EMRYS KIRBY

DIFFICULTY: ● ●

TIME ALLOWED: 3 DAYS

COST: N/A

DRESS TO IMPRESS

In this month's G-WAC Discovery update, **Emrys Kirby** does a 'dry build' on the recently restored bodyshell in preparation for the LRO Show

WORDS AND PICTURES **EMRYS KIRBY**

In last month's update I finished the main restoration work on the bodyshell and dropped it back onto the chassis. This was a significant moment and the shell fitted perfectly onto the chassis.

The next job was to carry out a dry body build and see if any small tweaks were required to ensure the vehicle alignment was as good as possible before committing the panels to final painting.

In addition, we had been invited to display the vehicle as an ongoing restoration project at the LRO Show on September 7 and 8 so I wanted to reveal a 'semi-completed' vehicle (still a lot of work to go!).

As was common on an old Discovery, the wheel arches had been cut to accommodate larger tyres and unfortunately, that meant the only option was to replace the front wings and both rear panels.

Wings are easy to get hold of – I've acquired a few over the last few months but good three-door rear panels are rare and it took a lot of searching to get a reasonable pair off a breaker vehicle via Facebook Marketplace.

As luck would have it, they came off a very early Davos White production vehicle, along with another pair of wings. I also picked off a few more parts including a perfect Davos White spare wheel cover, only fitted to very early vehicles.

Many of you will know I'm slightly obsessive about body alignment so it was a relief to find that the new panels fitted very well to the restored bodyshell and the original doors went straight back on with no adjustment required.

I also fitted the range of used parts that I'd been collecting over the past nine months including a good front bumper, grille, early headlamps, headlamp surrounds, rear bumper and side sills.

The show itself was a great success with a lot of interest in the vehicle over the two days. While the G-WAC was the star in the restoration marquee, I also took my half-complete Stage I prototype along for the company and I spent the whole weekend meeting people and talking about both projects.

Continued thanks to Britpart for the parts and support and to Mirka UK for the abrasive tools and consumables. The Mirka tools will come into their own in the next couple of updates as I prepare the panels for a full bare metal respray.

I will also be doing a range of background jobs such as sourcing more used parts, plumbing the braking system, completing the wiring and cleaning the interior. CLR

1

G482 WAC as it arrived in May 2023, very original but with cut arches so replacement of wings and rear panels was the only option

2

The front bumper had been removed and had suffered from a front-end bump with broken lights and a cracked grille

3

Removing the top wing fixings back in Nov 2023

4

Removing the wing fixings from the A-pillar at the start of the project (to reveal the worst of the corrosion)

5

Starting to remove the rear side panel fixings earlier this year – they are bolted and bonded on

6

Removing the waistline bolts – there's a bead of sealant between the shell and the skin as well

7

The side panel is also bolted and bonded along the roof line

8

With the plastic B-pillar trim removed, I could access the bolts hidden underneath

9

The rear of the panels is held to the D-pillar with a series of small screws

10

The side opening windows have to be removed, they attach with small screws

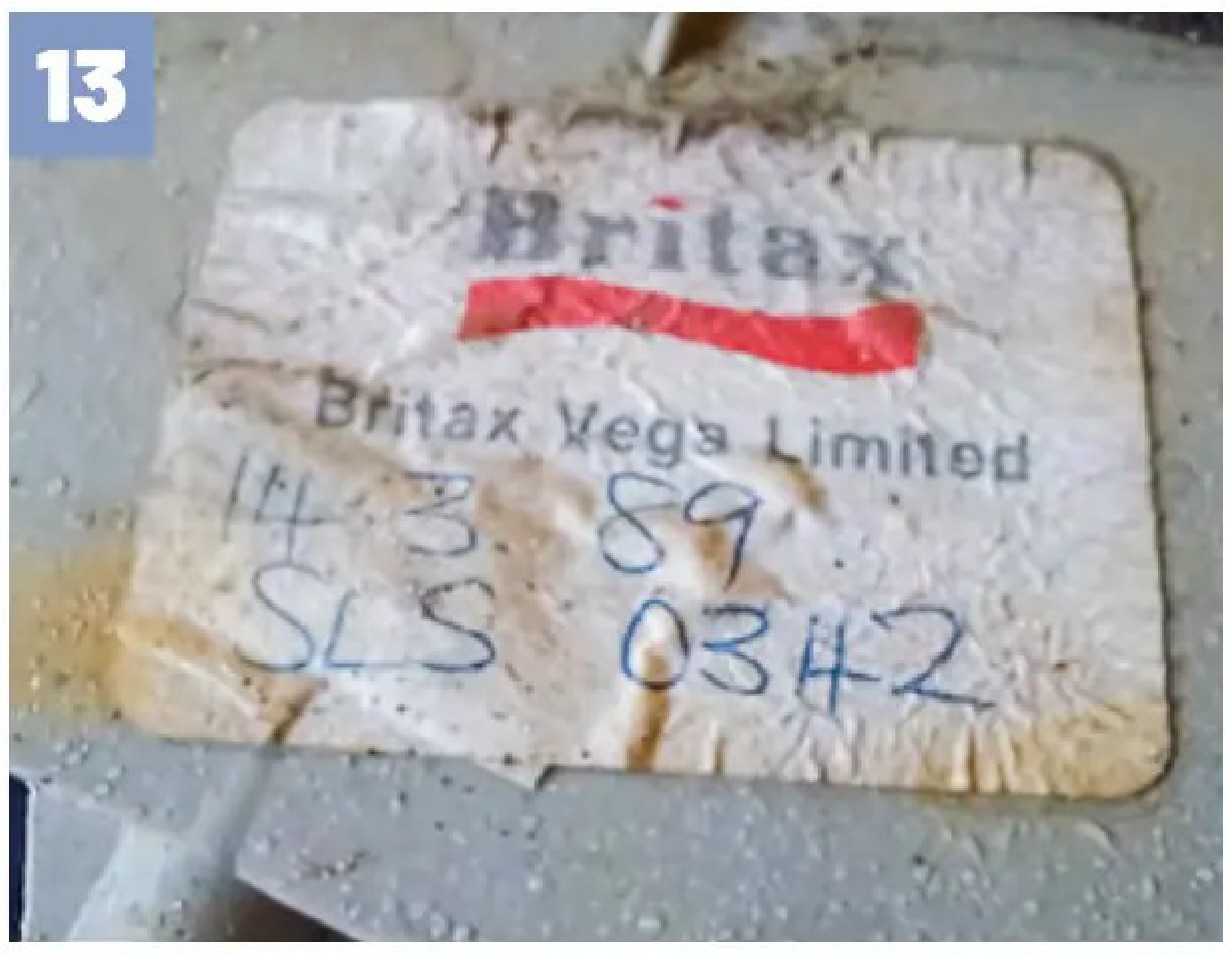
11

Removing the interior fixings to the C-pillar – you need a deep drive socket to get in there

12

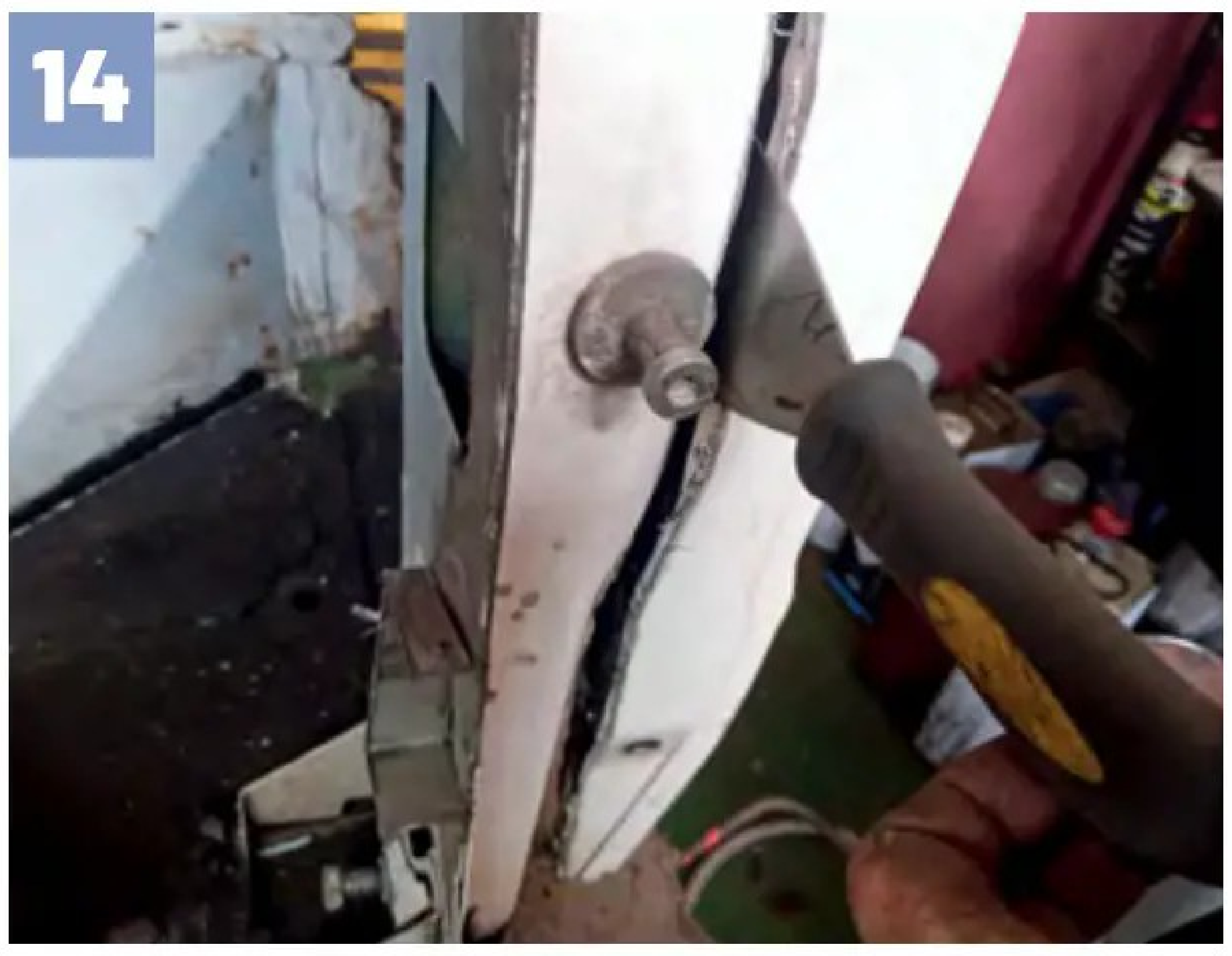
Rear lights have to be removed – these are early ones with the Land Rover and Austin Rover logos

13



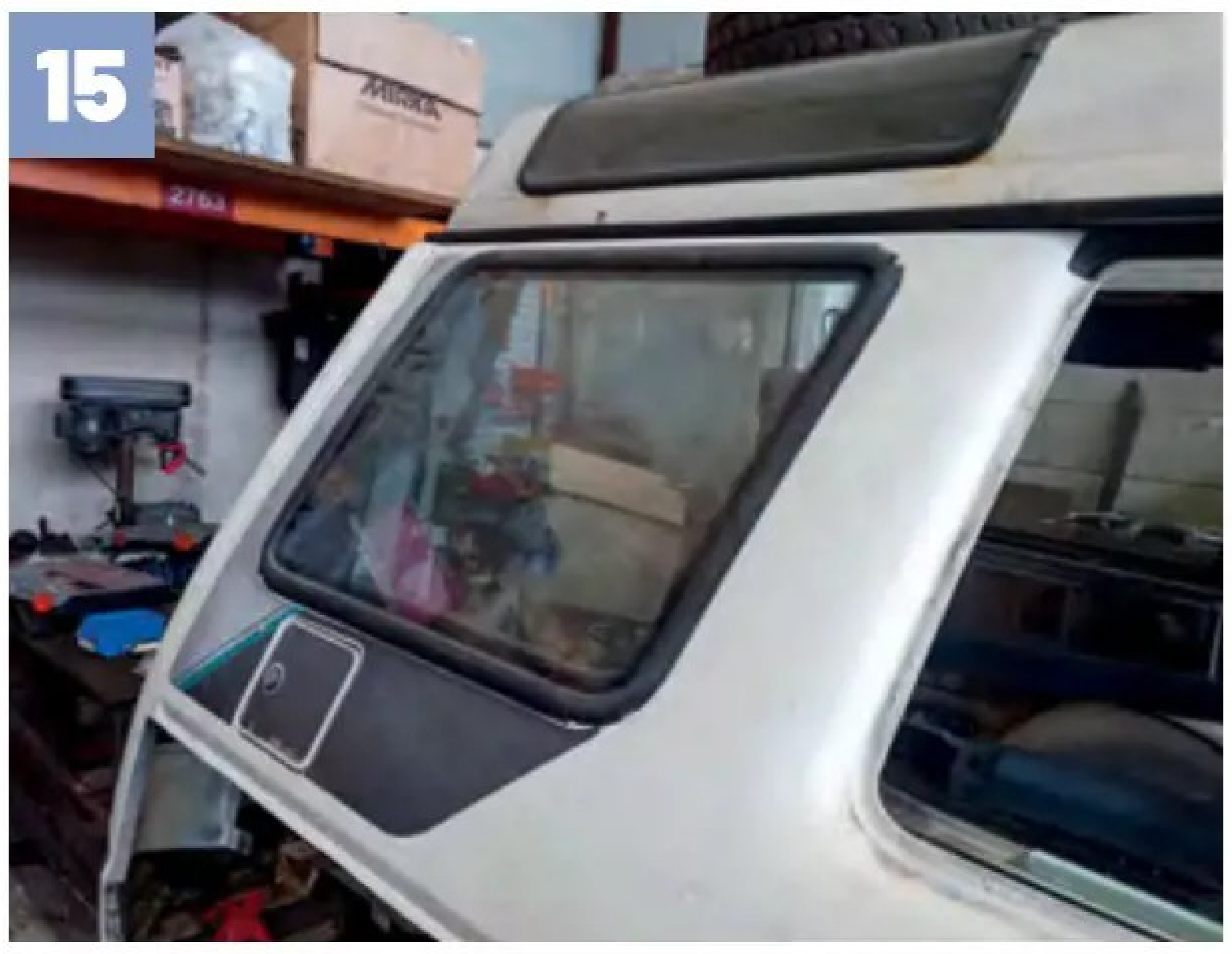
The rear lights had this label on, dated March 14, 1989, a remarkably early pre-production part

14



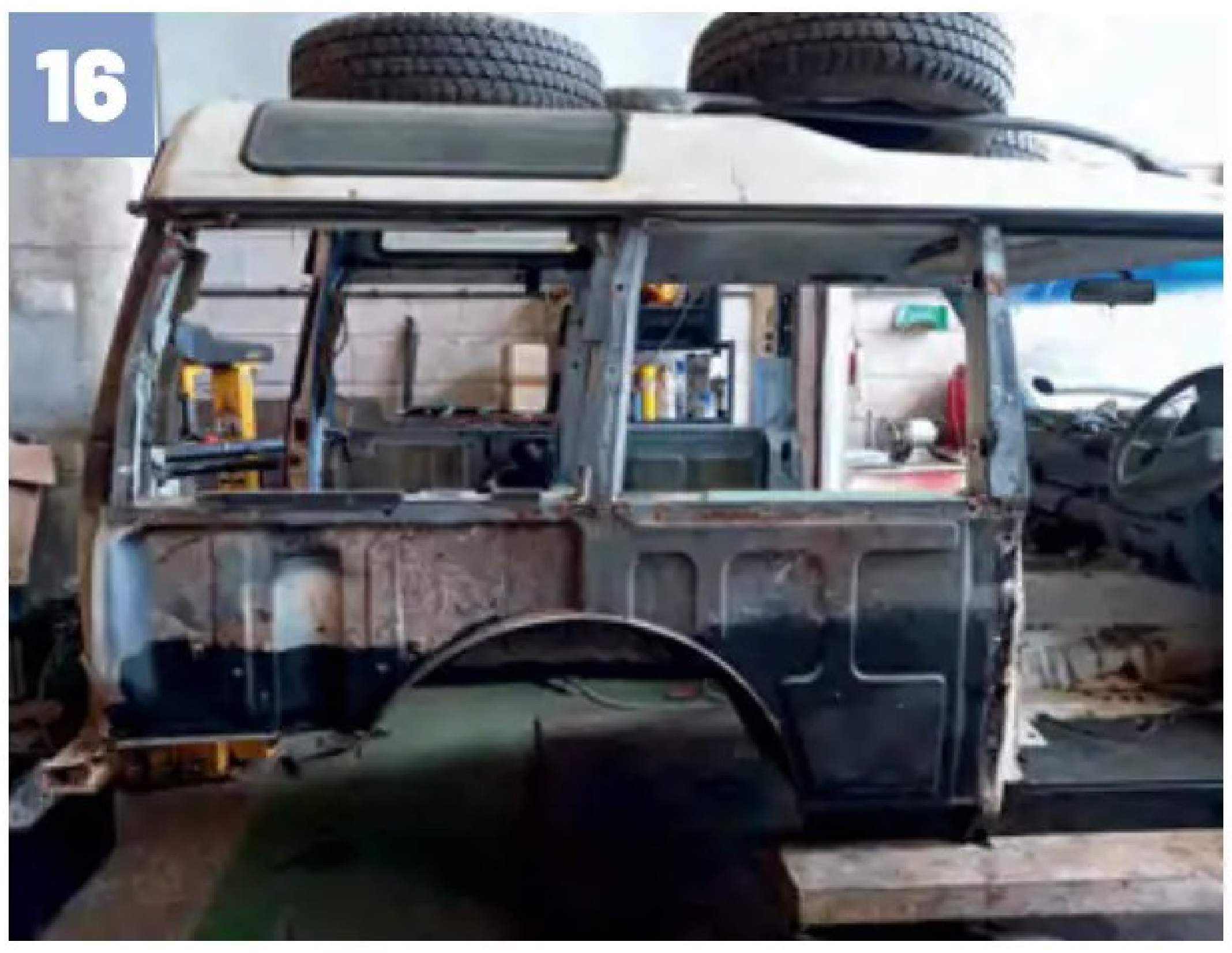
Using a wide scraper to ease back the bonding material on the B-pillar

15



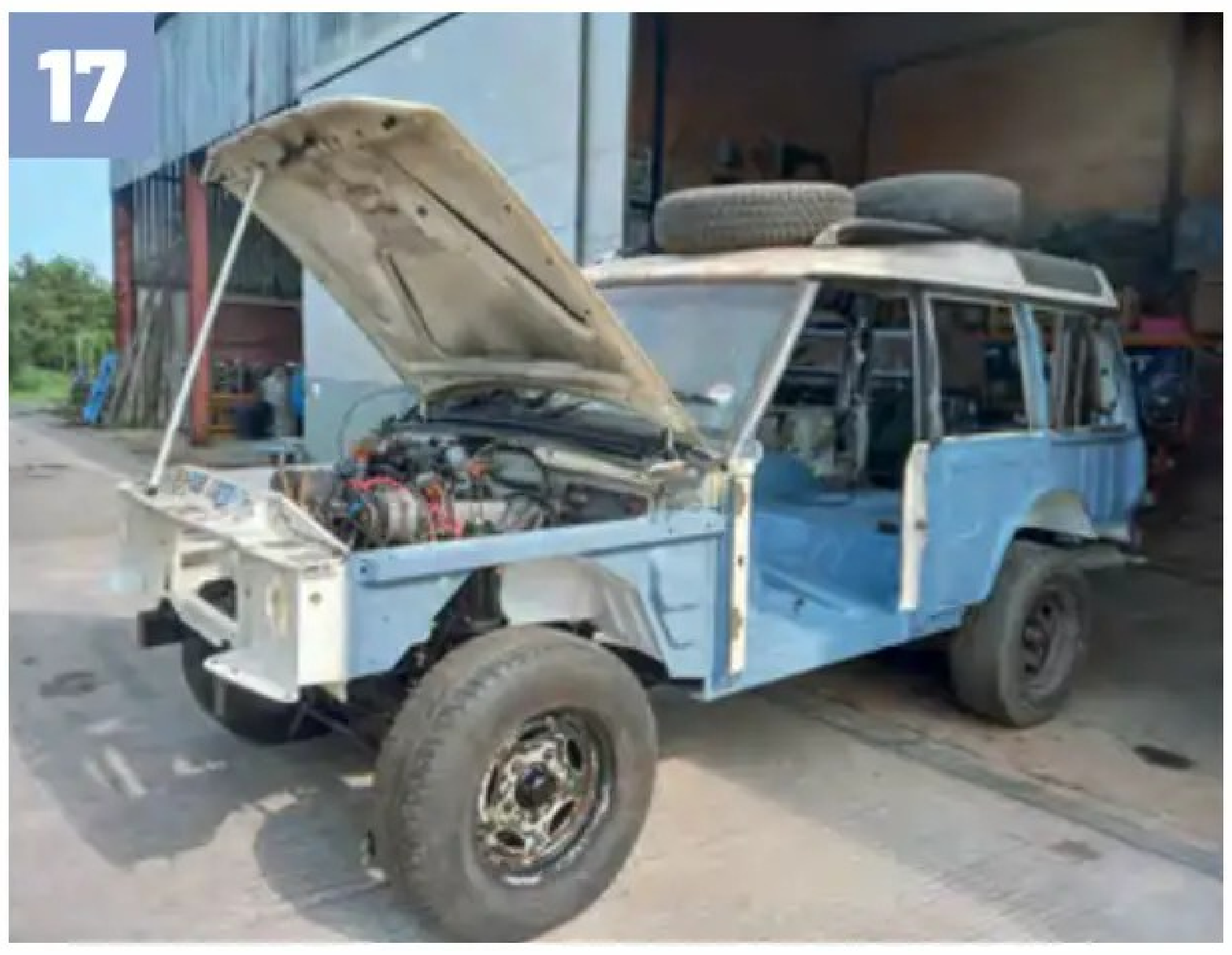
Carefully teasing the side panel up to break the bond to the waistline and roof line fixings

16



The cut original outer panel is off revealing that the inner panel is in remarkably good condition

17



Restored shell in grey epoxy primer ready for a dry body build

18

Stripping panels off a very early breaker – it provided Davos White wings, side panels, sills and a range of other parts

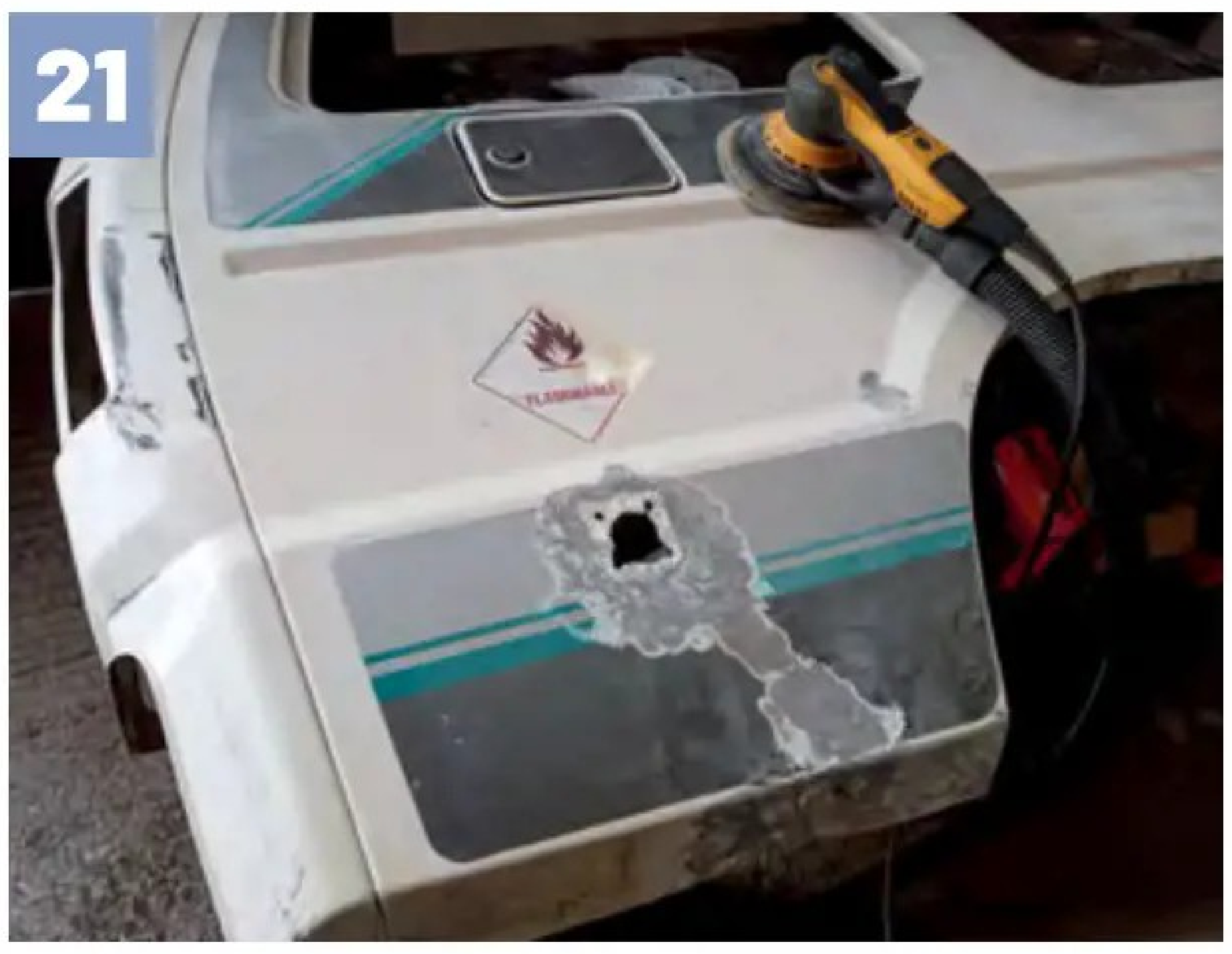
19

I bought a Skoda Octavia estate with its capacious load-carrying ability and roof bars specifically for collecting Land Rover parts

20

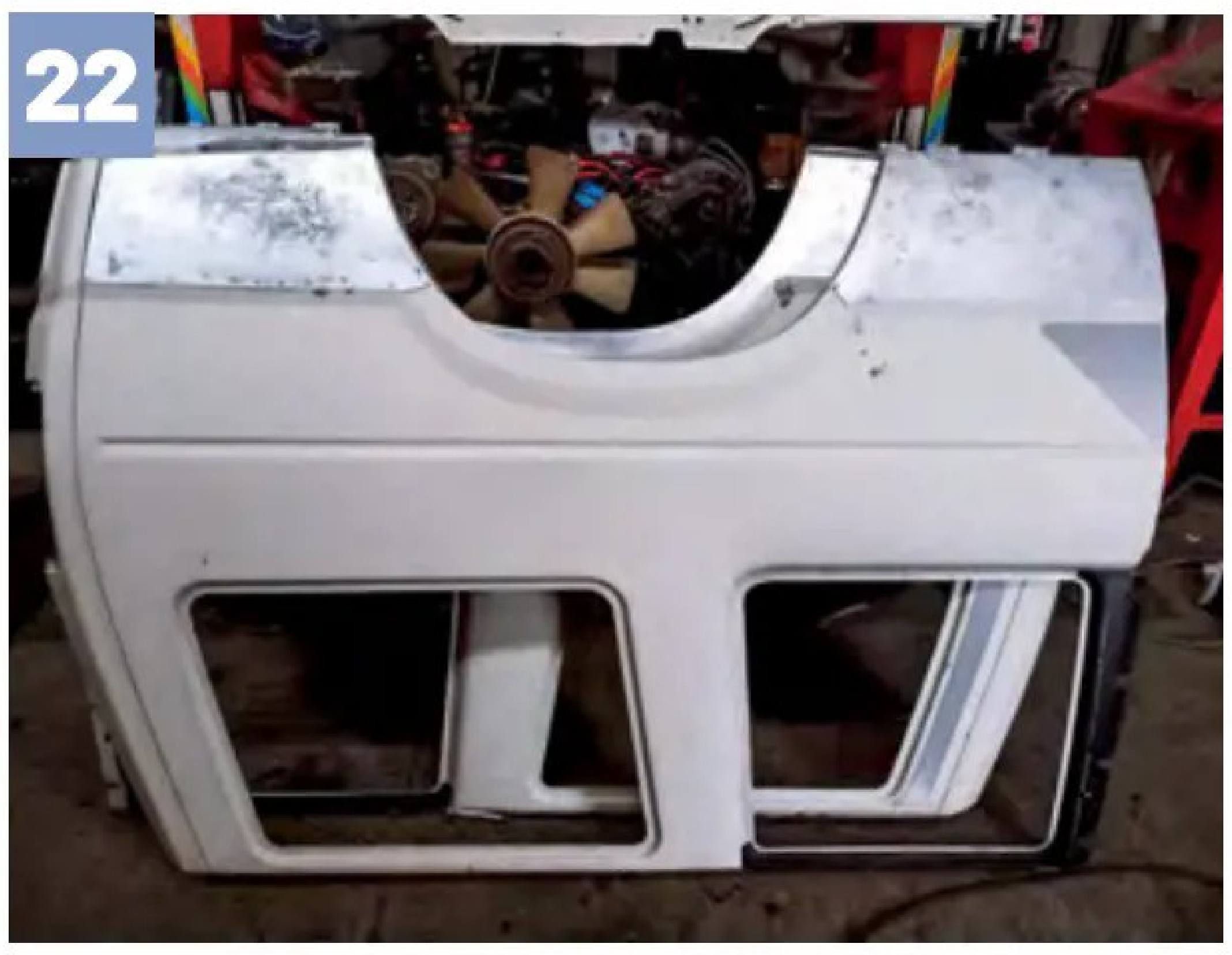
It's not all glamourous – the used panels were filthy and rather scabby but getting even half-decent ones is a challenge

21



Using the Mirka Deros sander to flat back the corrosion on the panel around an old LPG filler

22

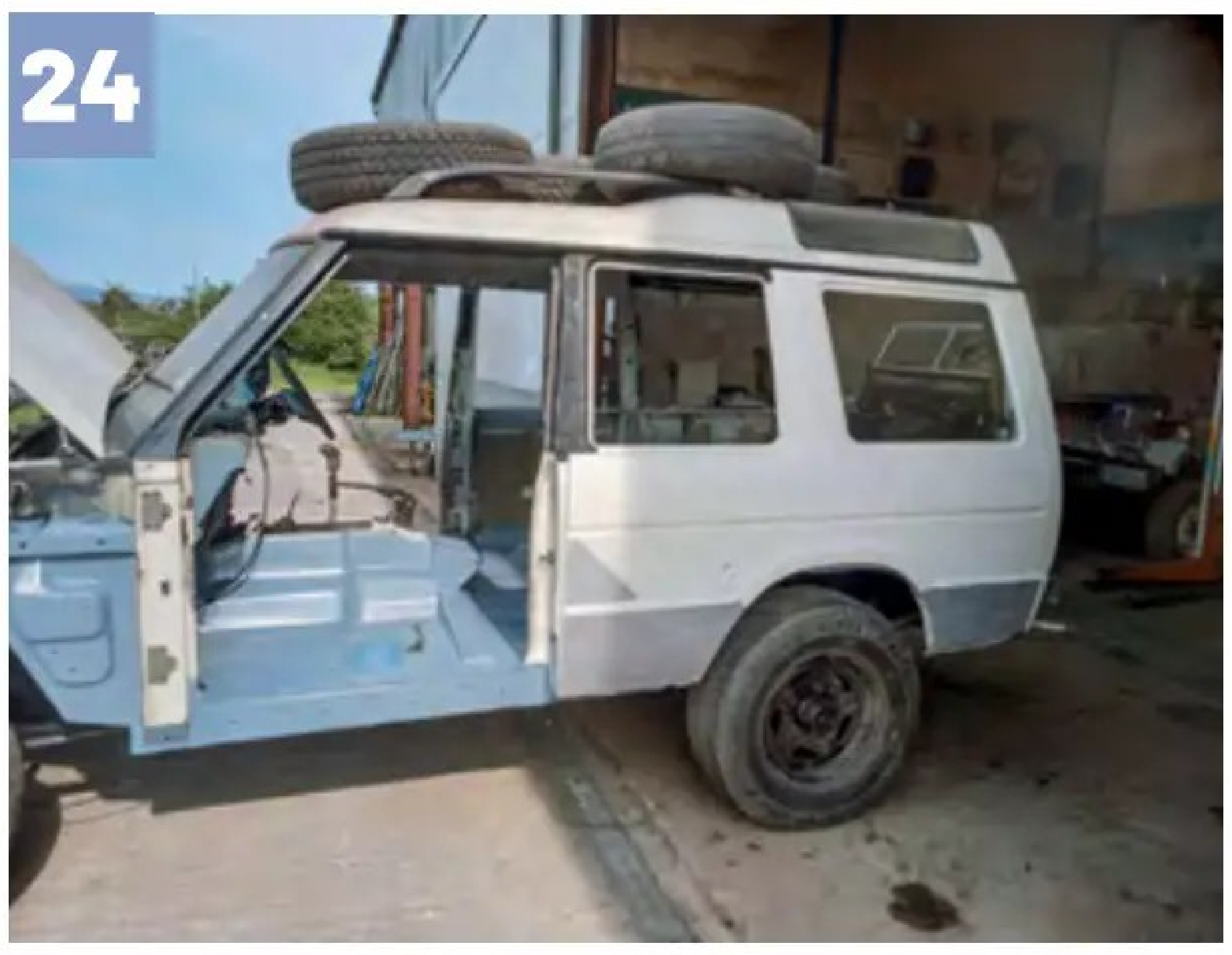


Despite how scabby they looked, the panels flatted back to solid aluminium under the bubbling paint and decals

23

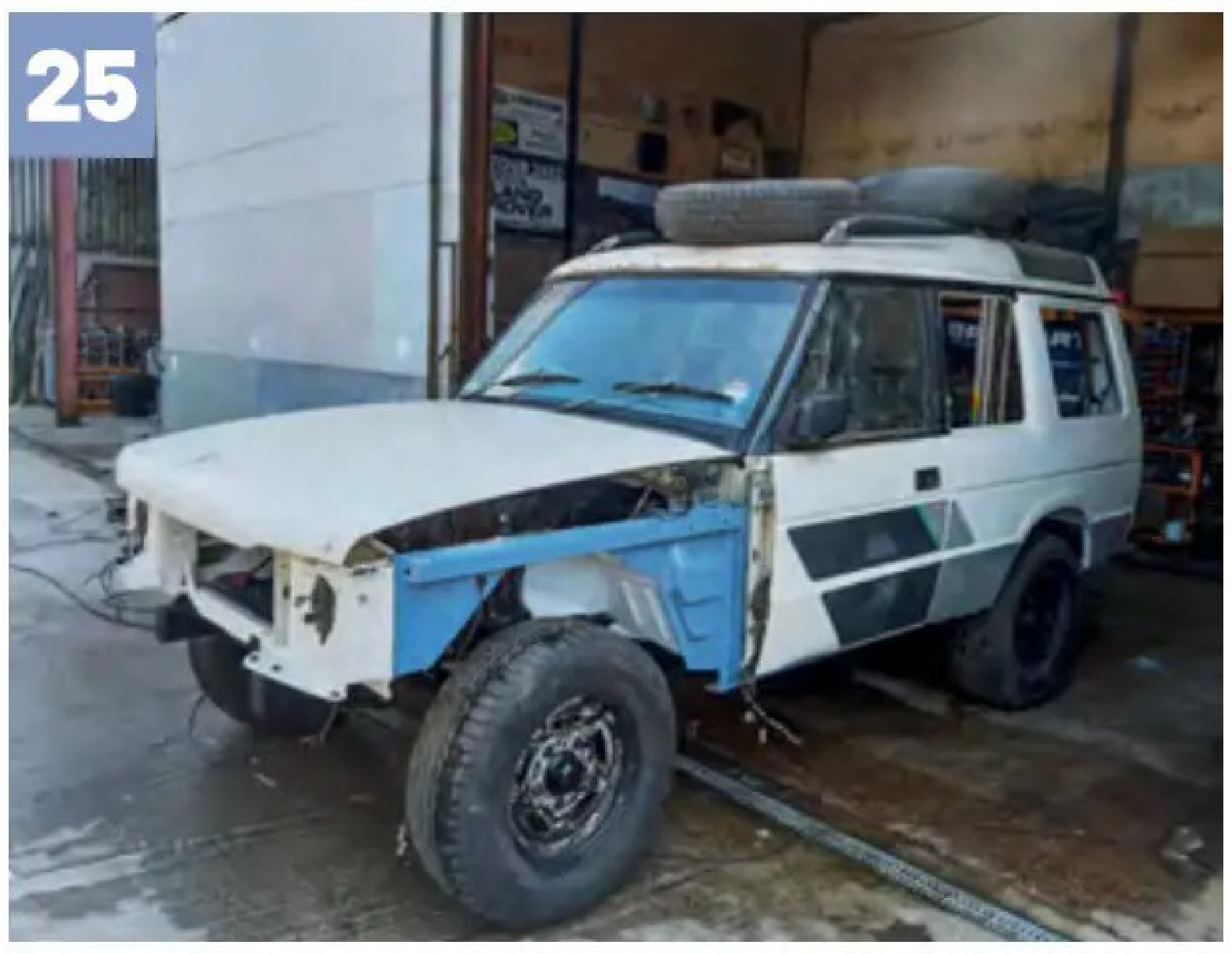
I've been collecting a few wings and I'll choose the best for painting but I wanted an all-Davos White vehicle for the LRO Show

24



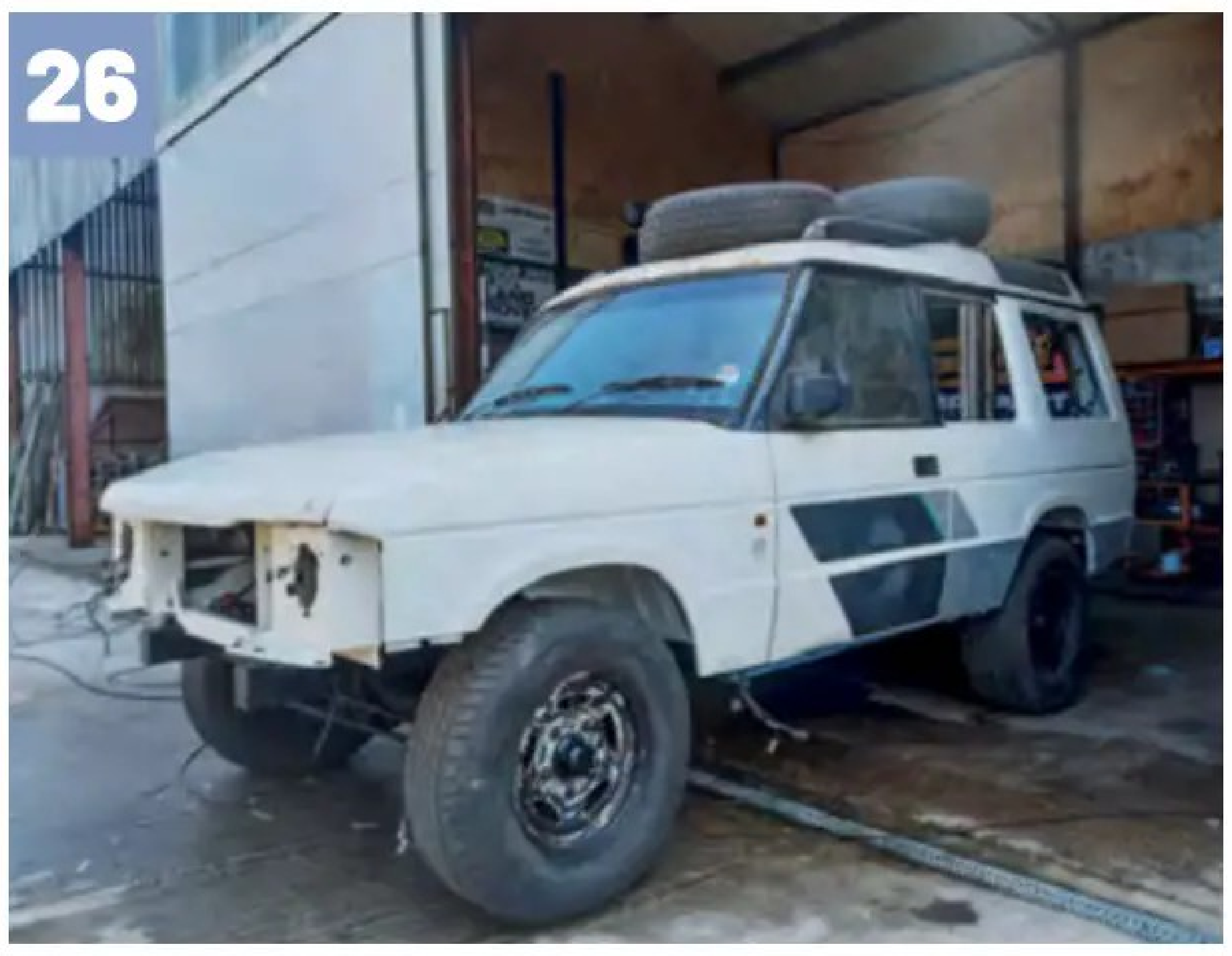
Replacement side panel roughed on – it fitted perfectly but will be coming off for final paint prep and then finally bonded on

25



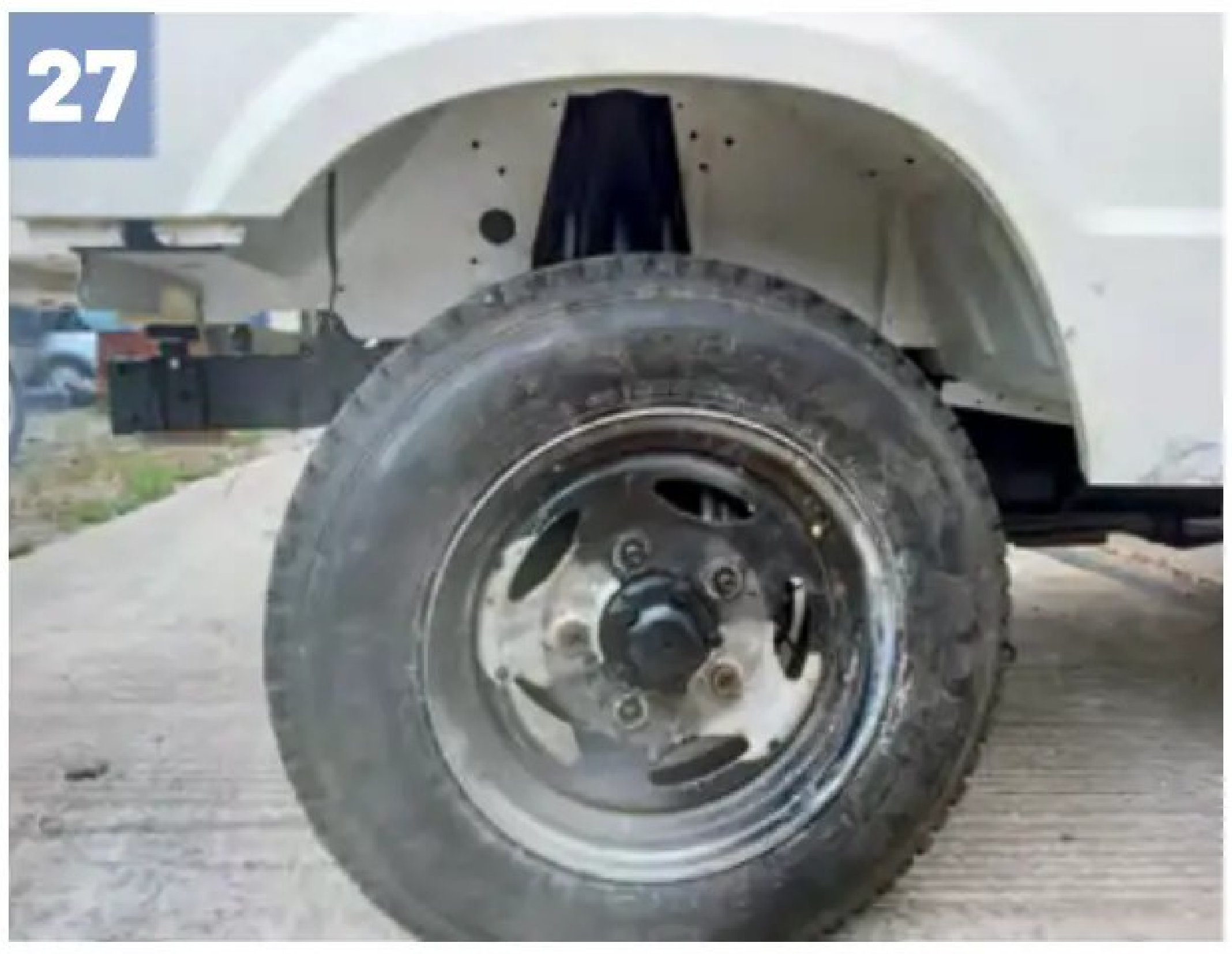
Original passenger door refitted, it went on with no issues and no adjustment required, no doubt helped by bracing the A and B pillars during the shell restoration works

26



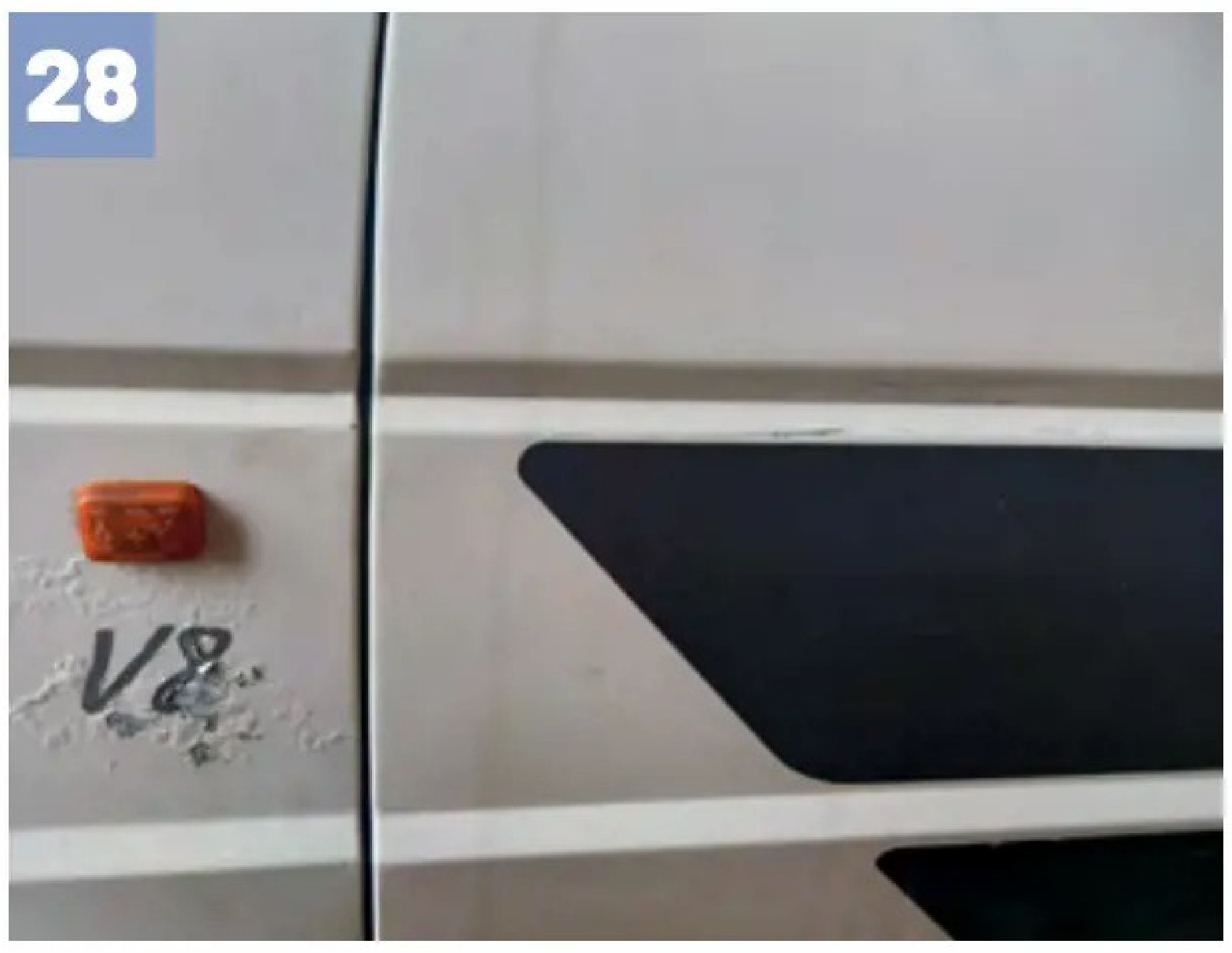
The Davos White wings fitted perfectly, a testament to the careful fitment and accuracy of the Britpart inner wings

27



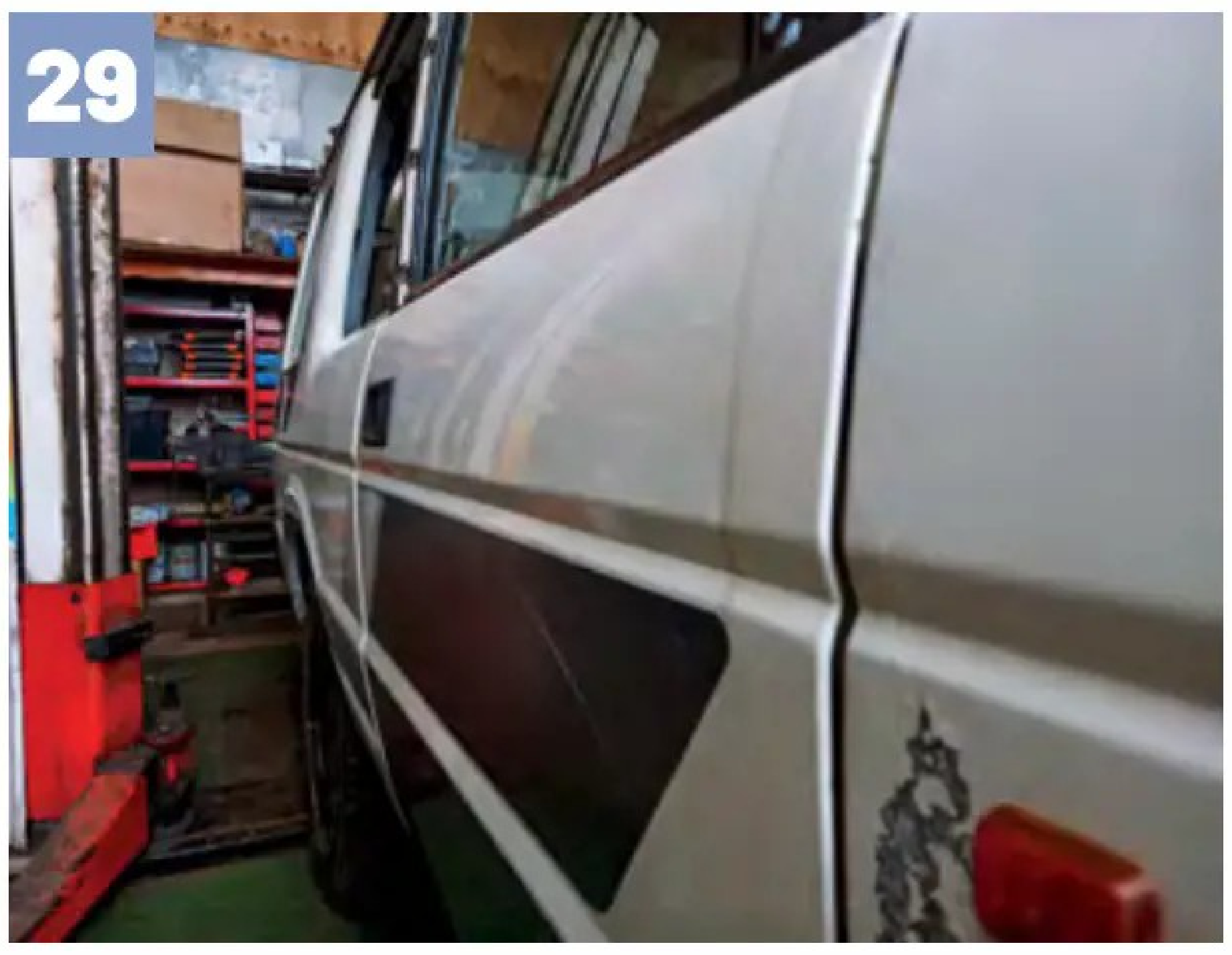
To complement the new uncut arches, I fitted original specification 205r16 Goodyear Wrangler tyres

28



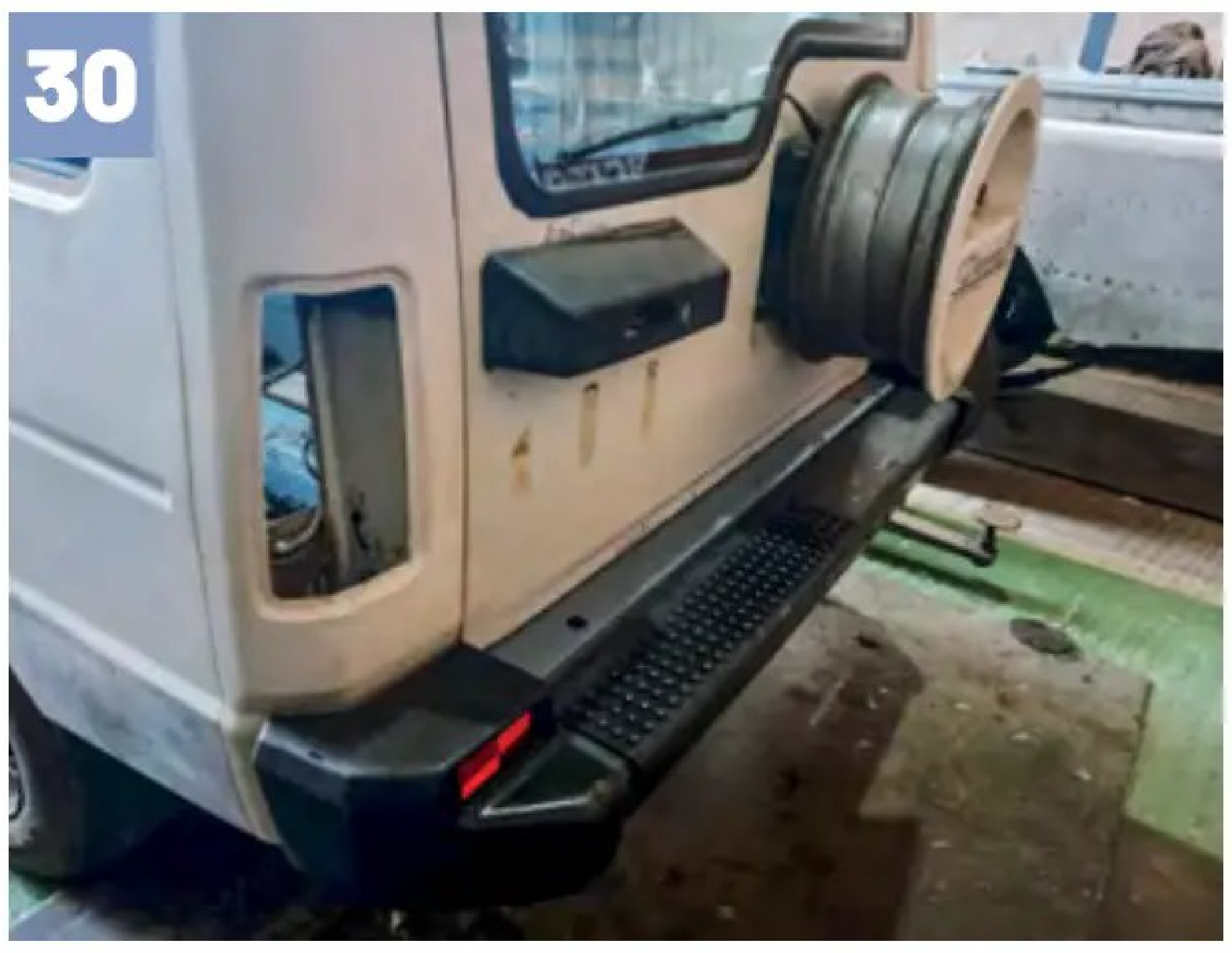
I achieved a really good wing-to-door gap with minimal effort – if these are too tight, the door edge catches the wing

29



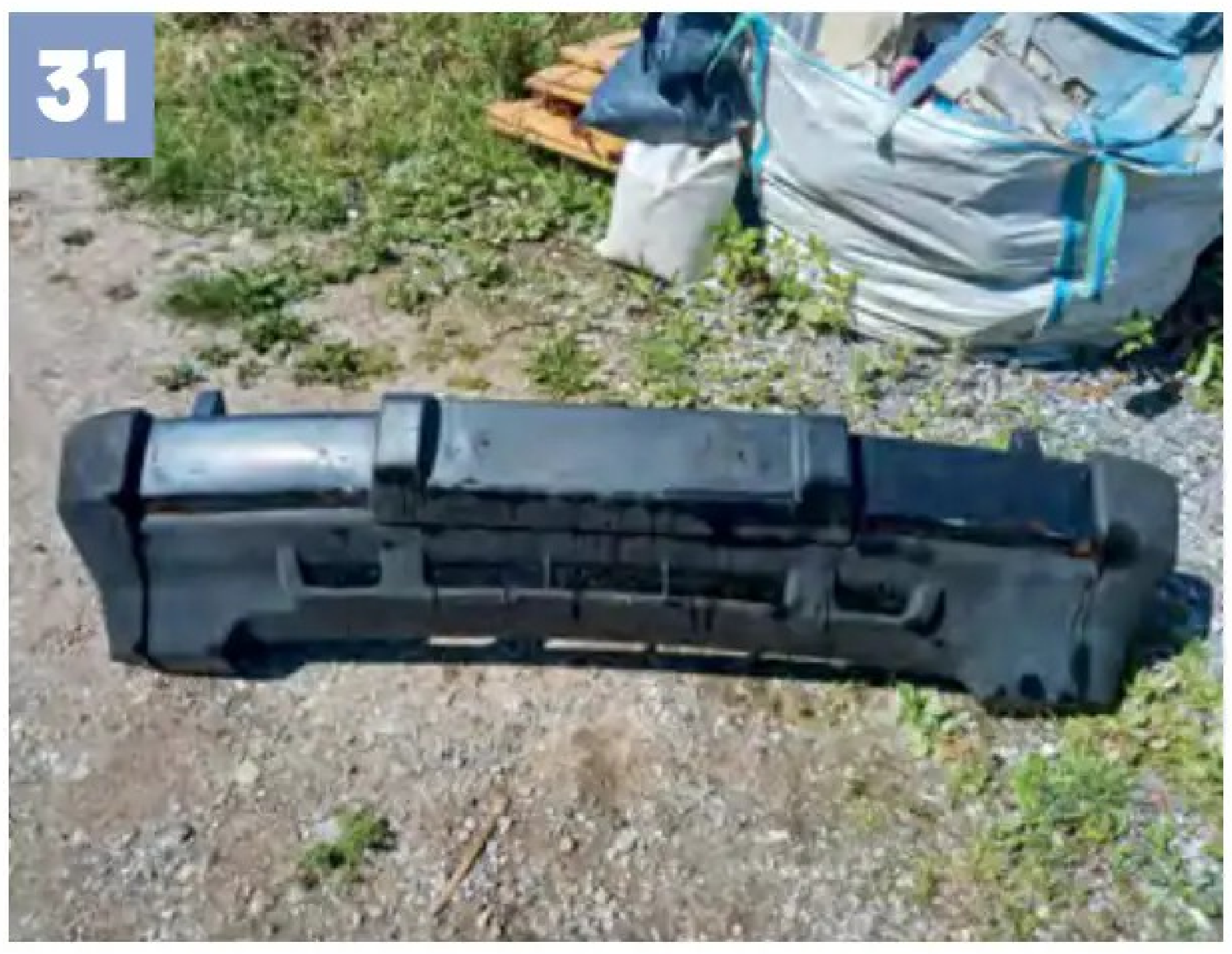
Looking down the driver's side, I was delighted with the accurate swage lines

30



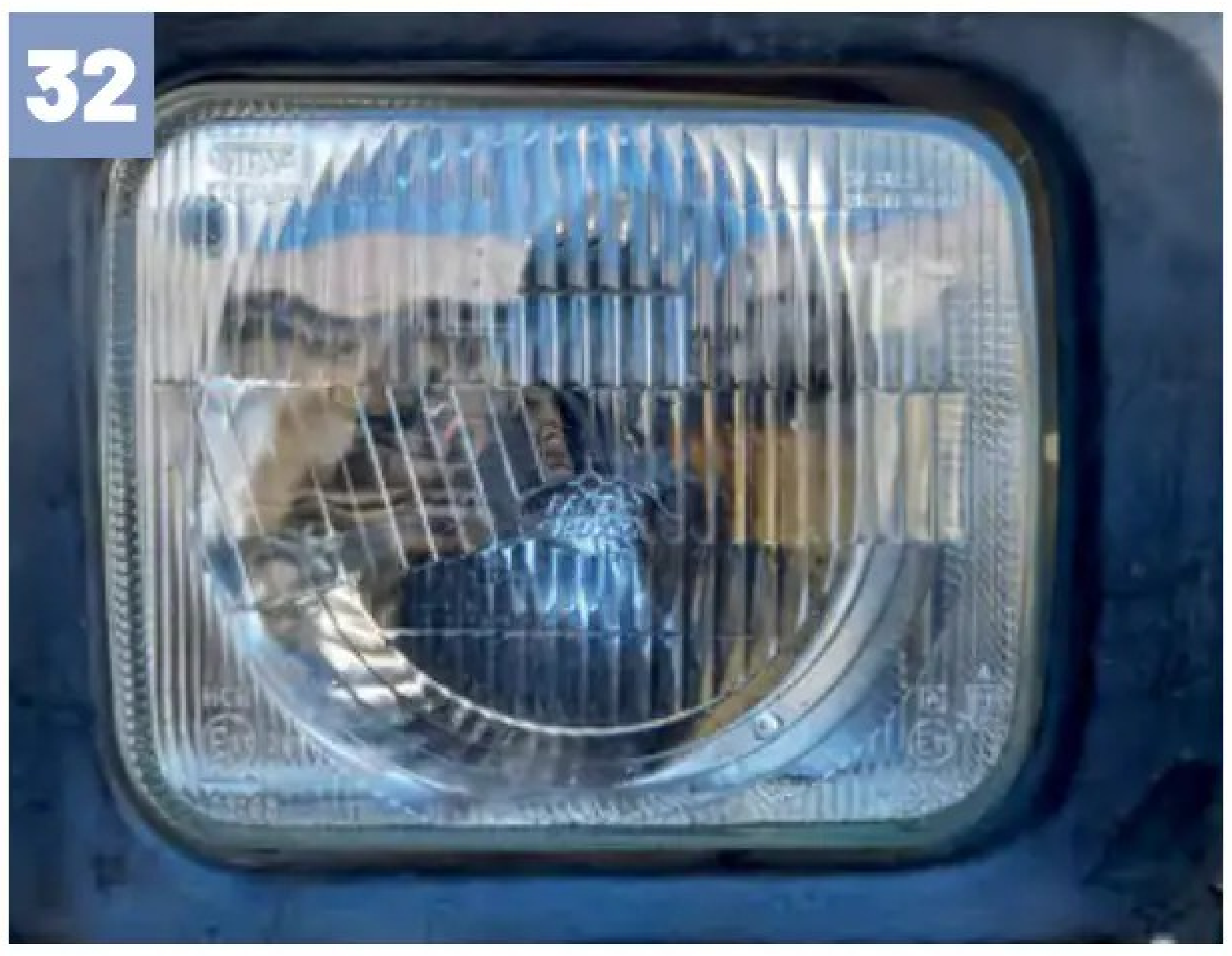
Replacement rear bumper fitted and G-WAC aficionado Jon Masters kindly donated the correct smaller early rubber step that I'll fit once painted

31



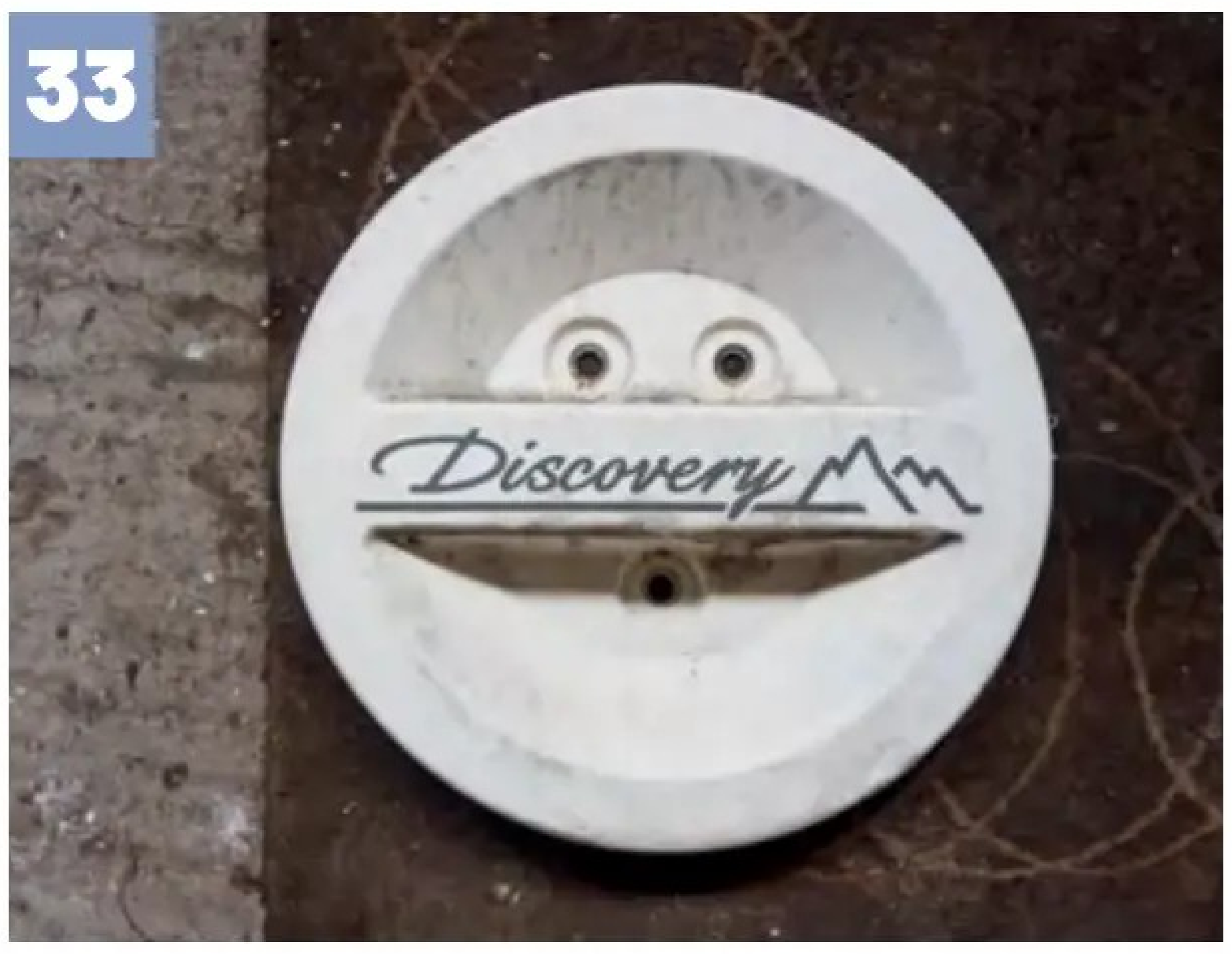
Good rear bumpers are rare, front ones even more so but the old owners of 482 kindly parted with this one

32



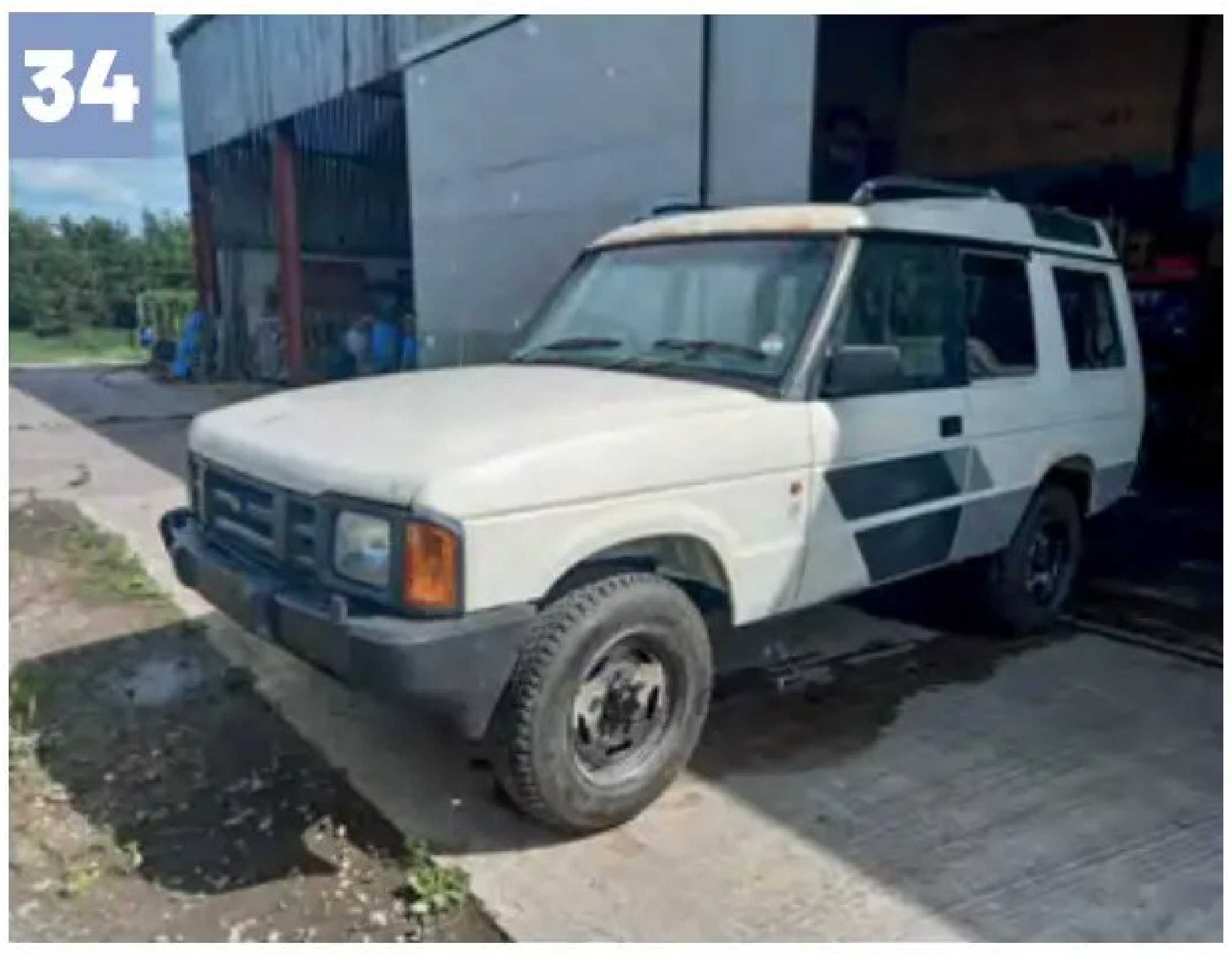
I also picked up a good pair of Land Rover-branded headlamps – the reflectors are usually tarnished

33



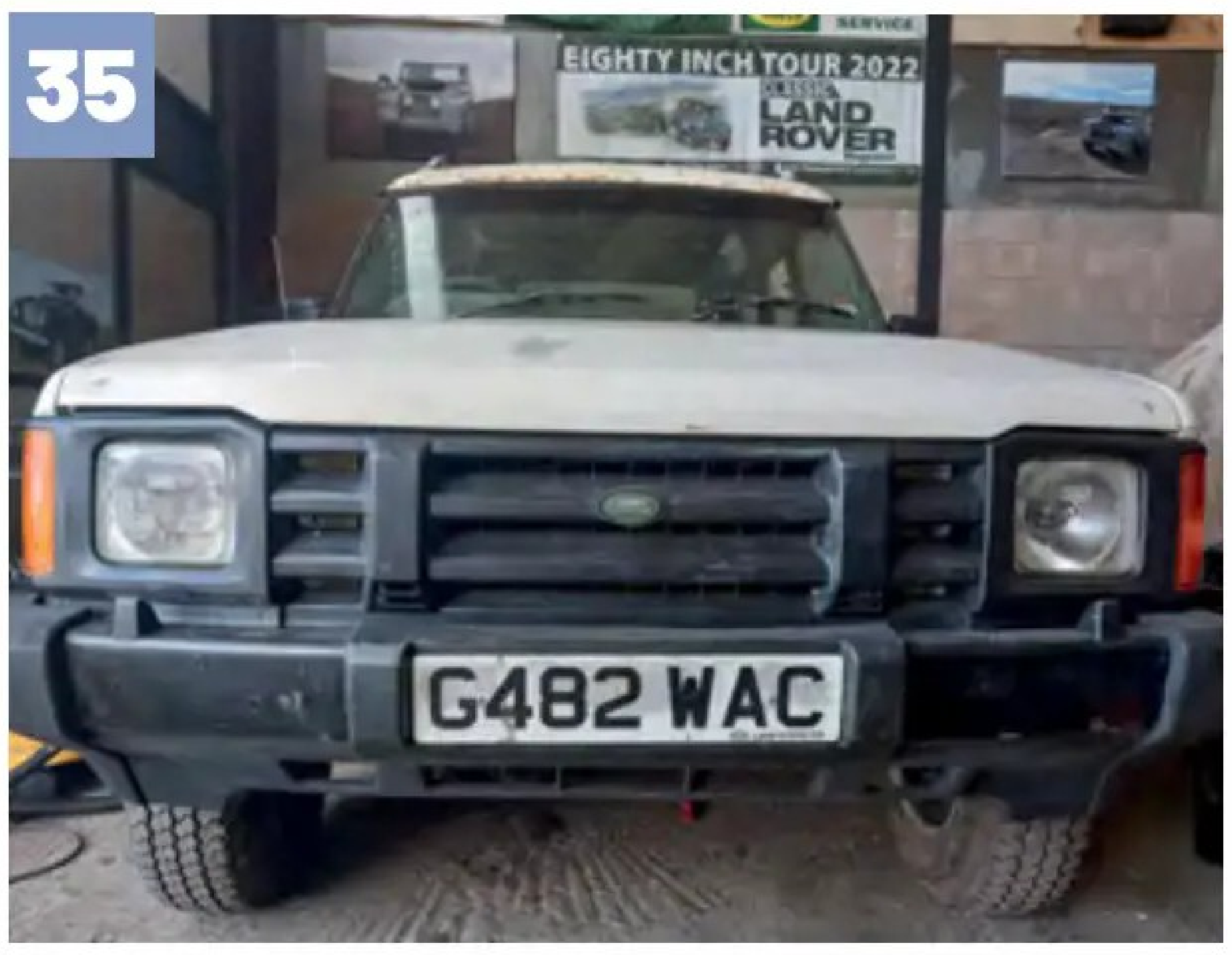
Another rare gem – I picked up a good condition early wheel cover in Davos White – these were only fitted in the first year of production

34



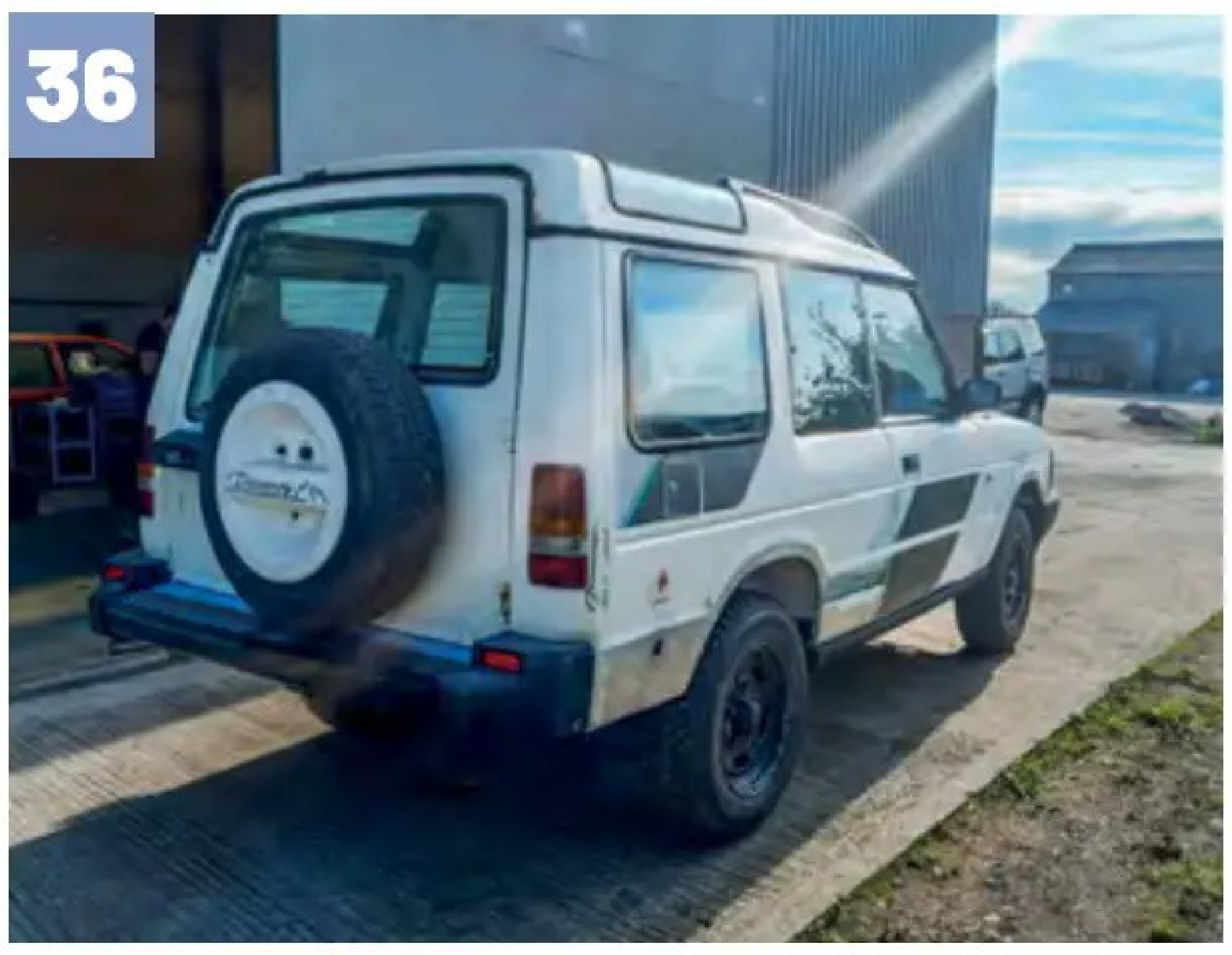
Bumper, lights and grille fitted and it looks like a handsome vehicle again

35



We were lucky that the original numberplates survived and with it fitted, 482 has its public identity back

36



Rolled outside and ready to go to the LRO Show

Land Rover first offered one-piece side doors in 1984, with the push-button handles being introduced for 1987 models

PUSH-BUTTON DOORS

The one-piece doors fitted to Defenders and their coil-sprung predecessors suffer badly from corrosion: **Jim Willett** explains how to address the issue

JIM WILLETT

DIFFICULTY: ● ●

TIME ALLOWED: ONE HOUR TO SEVERAL DAYS PER DOOR

COST: £30 TO OVER £4,500

WORDS AND PICTURES **JIM WILLETT**

Different Land Rover models present different challenges to their owners. Early models don't have performance or comfort commensurate with their values and the complexity of late models makes them expensive to repair and maintain.

It is debatable whether there is a sweet spot, perhaps somewhere in the 1990s, where you can have the best of both worlds.

Series gearboxes can be problematic, Discoverys love to rust and later Range Rovers use an array of electrical and mechanical faults to impoverish their owners.

Some people might argue that the Defender (and 90/110/127 predecessors) is the vehicle which struck the right balance between comfort, performance and reliability.

Admittedly, these people probably aren't Freelander, Range Rover or Discovery drivers, and they are even less likely to own Toyotas, but it is hard to argue against the Defender's almost infinite repairability.

Today, the main barrier to Defender ownership is their high purchase price. Furthermore, the majority are at the age where an expensive overhaul is going to be required.

Mechanical overhauls, chassis and bulkhead replacements are commonplace and most owners are aware of the cost implications. Perhaps a less obvious cost of Defender ownership is that of replacing the doors.

Corrosion has never been an issue on Series One doors; split doors on later Series models suffer corrosion, but it is cheap enough to replace a door top or bottom, as required.

The various types of one-piece doors fitted since 1984 are now widely available, however, replacements can be expensive to the point where it can make ownership of a vehicle unviable.

Four complete brand-new doors for a 110 Station Wagon could set you back around £4,500 before you have painted them to match the vehicle. That's enough money to buy a complete roadworthy Discovery, Range Rover or Freelander.

This price is for complete doors which simply bolt in place. However, paying a specialist to build up bare doors and recondition the parts from originals isn't going to offer an enormous cost saving.

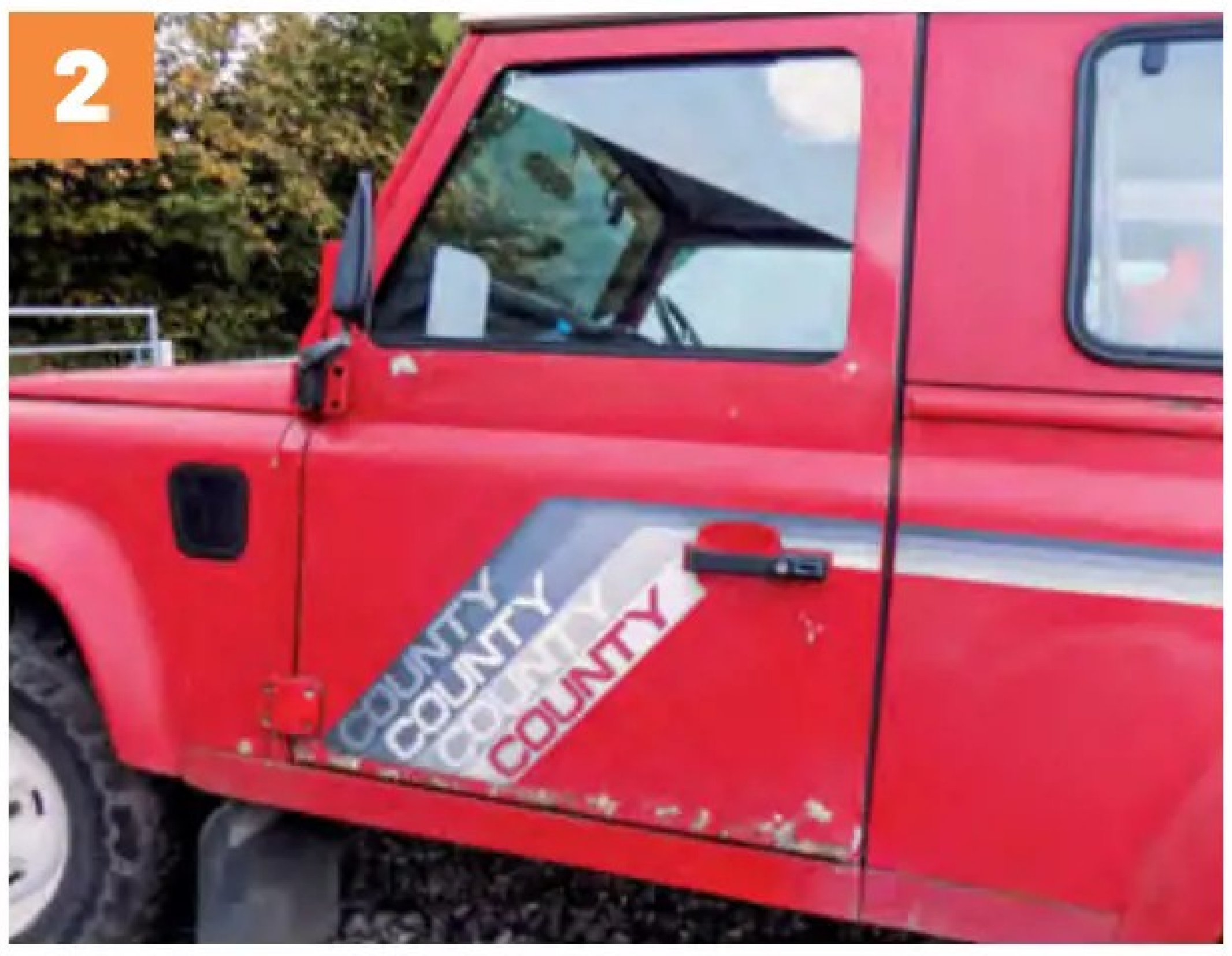
Fortunately, this is an area where owners can make a big saving if they have the right skills and if their labour is free.

On vehicles with 'County' or 'Defender' door decals, a door which can be repaired without damaging the exterior paint can save having to renew a full set of faded decals, leading to a respray of the whole vehicle. CLR

Only tackle welding and painting repairs if you are competent and have suitable ventilation and personal protective equipment. If repairing doors in situ, disconnect the vehicle battery before welding and use suitable flameproof coverings to protect the vehicle interior and exterior from welding, grinding debris, dust and paint overspray.

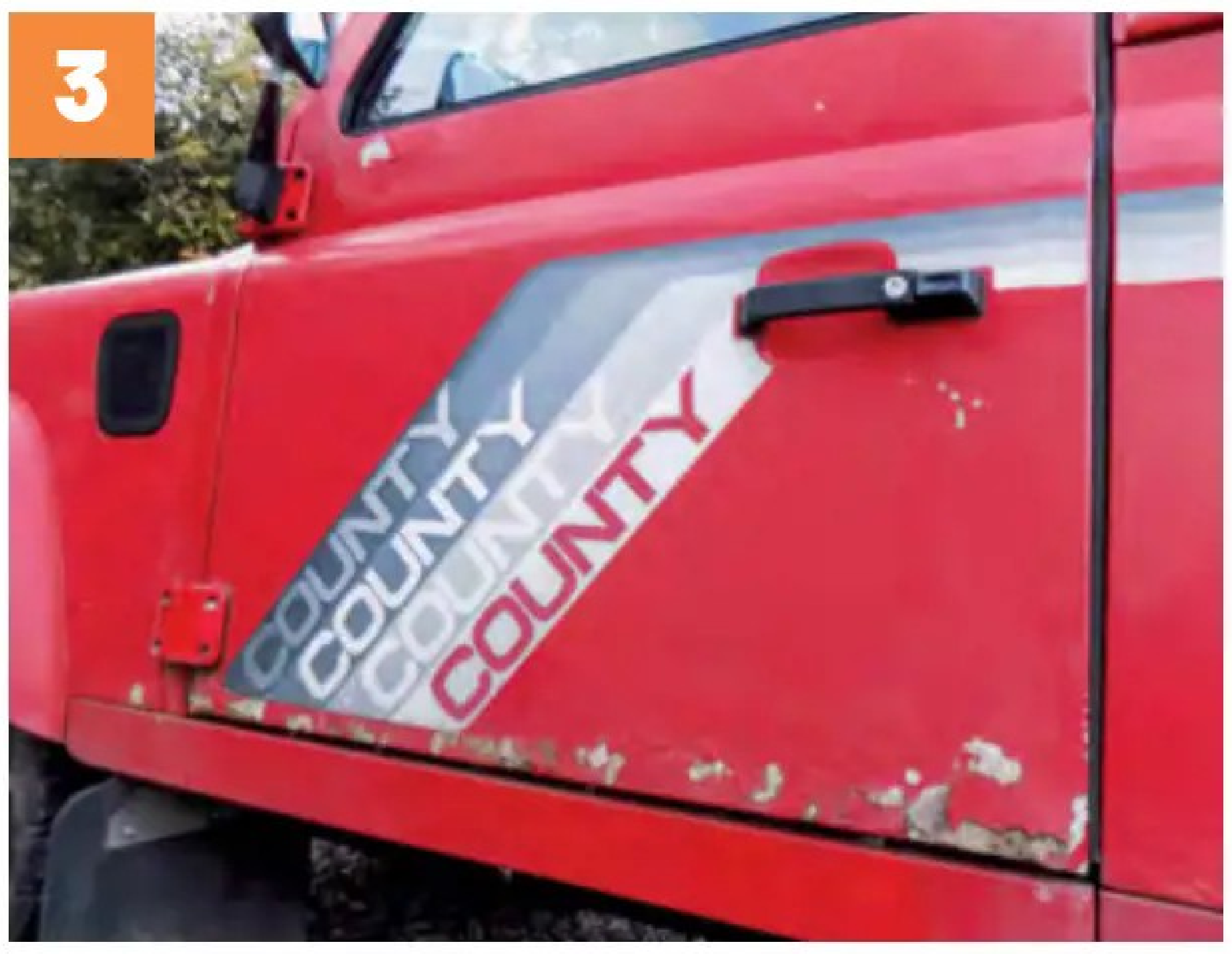
1

Pre-2007 models use an alloy skin crimped onto a steel frame. Later models have steel skins and frames



2

Aside from very late or mollycoddled vehicles, most doors will be corroded to some extent or have been replaced previously



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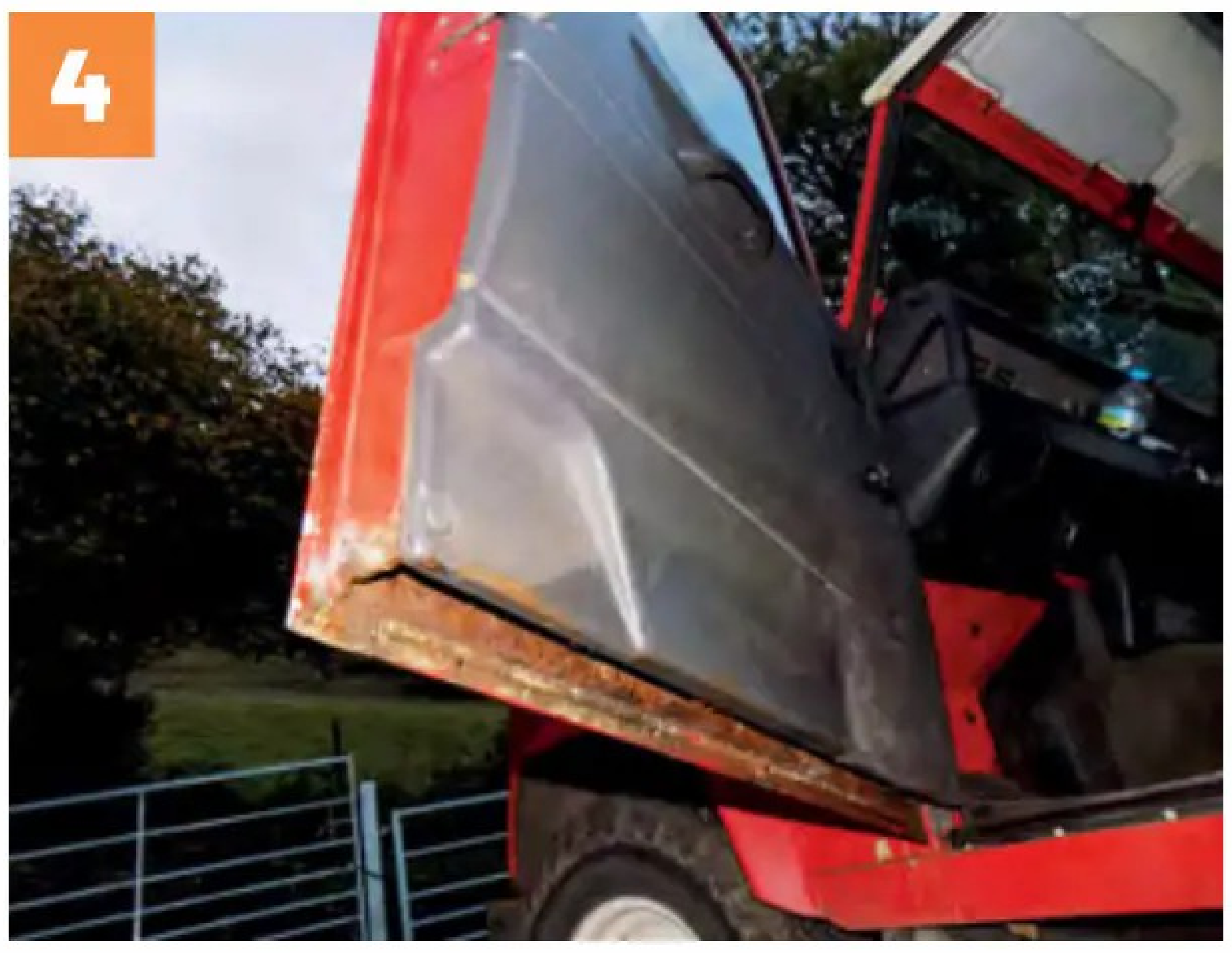
Powdery white alloy corrosion along the lower edges of the doors is the most obvious indicator of corrosion lurking beneath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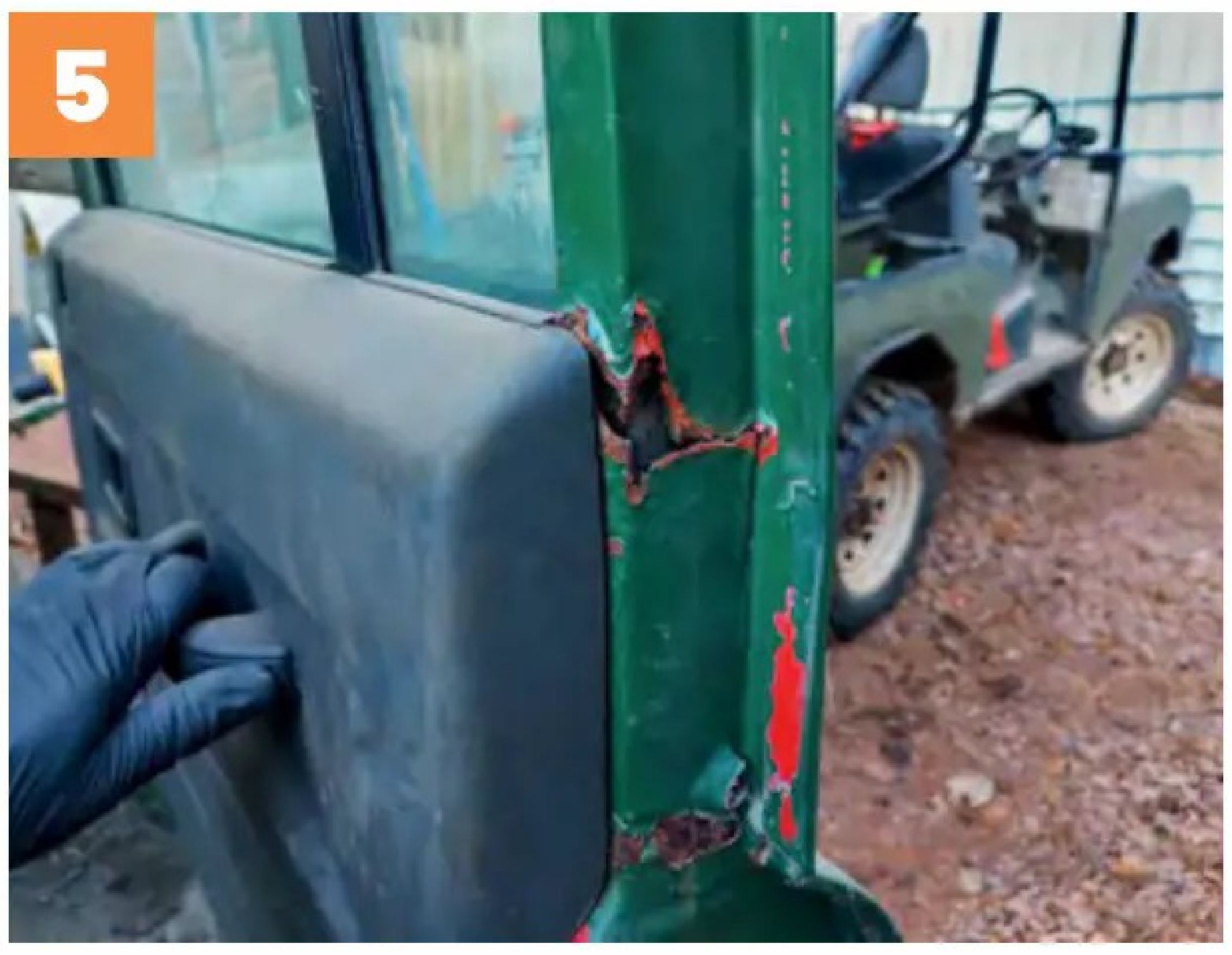
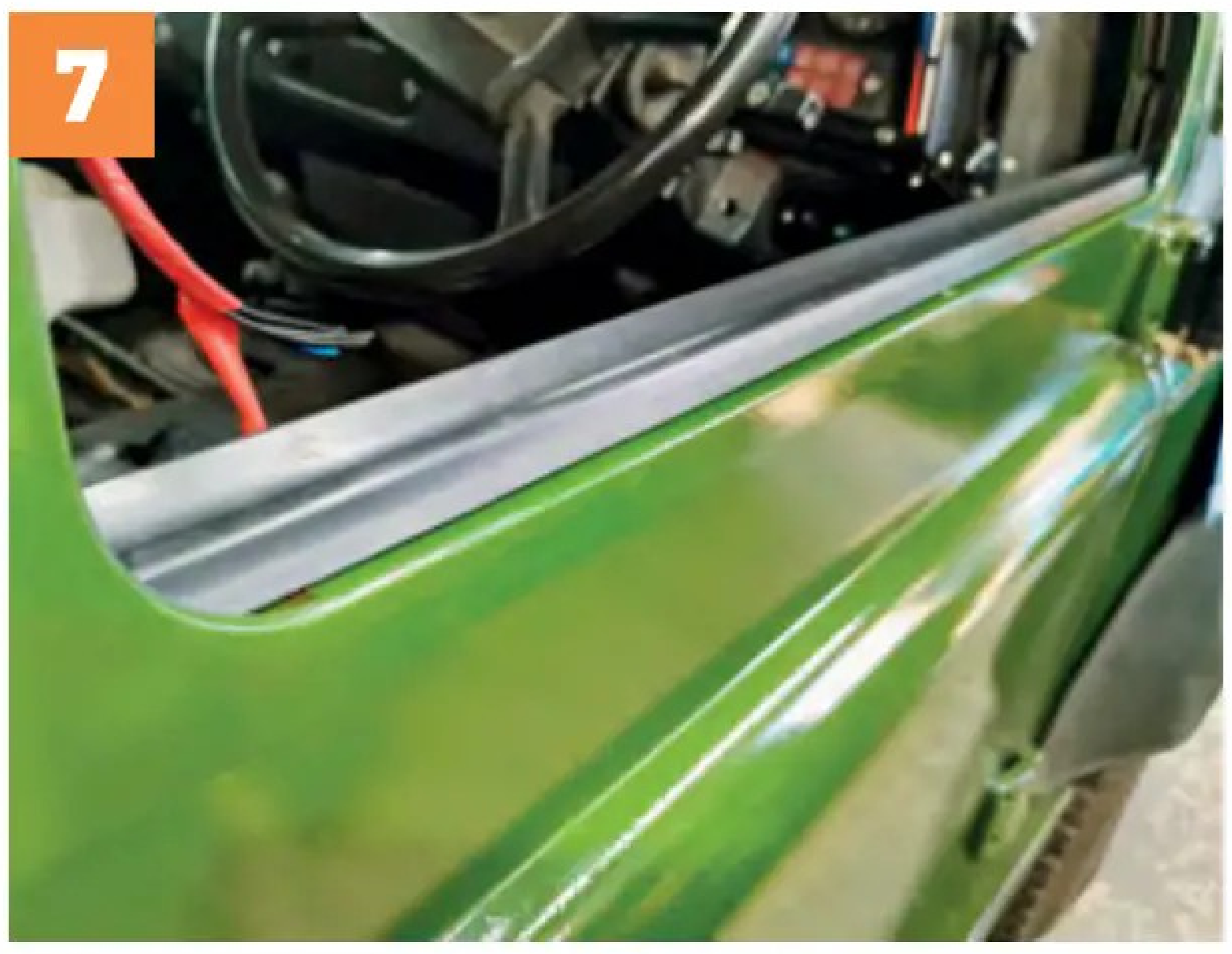
Typical condition for a door on a 1989 Ninety: the lower edge of the steel frame has corroded away completely


5

Second-row doors on long-wheelbase models suffer corrosion to their upper frames, as well as to the lower areas affecting front doors

COUNTY
COUNTY
COUNTY
COUNTY
6

Preventative maintenance will slow the onset of corrosion. If caught in time, door life can be dramatically extended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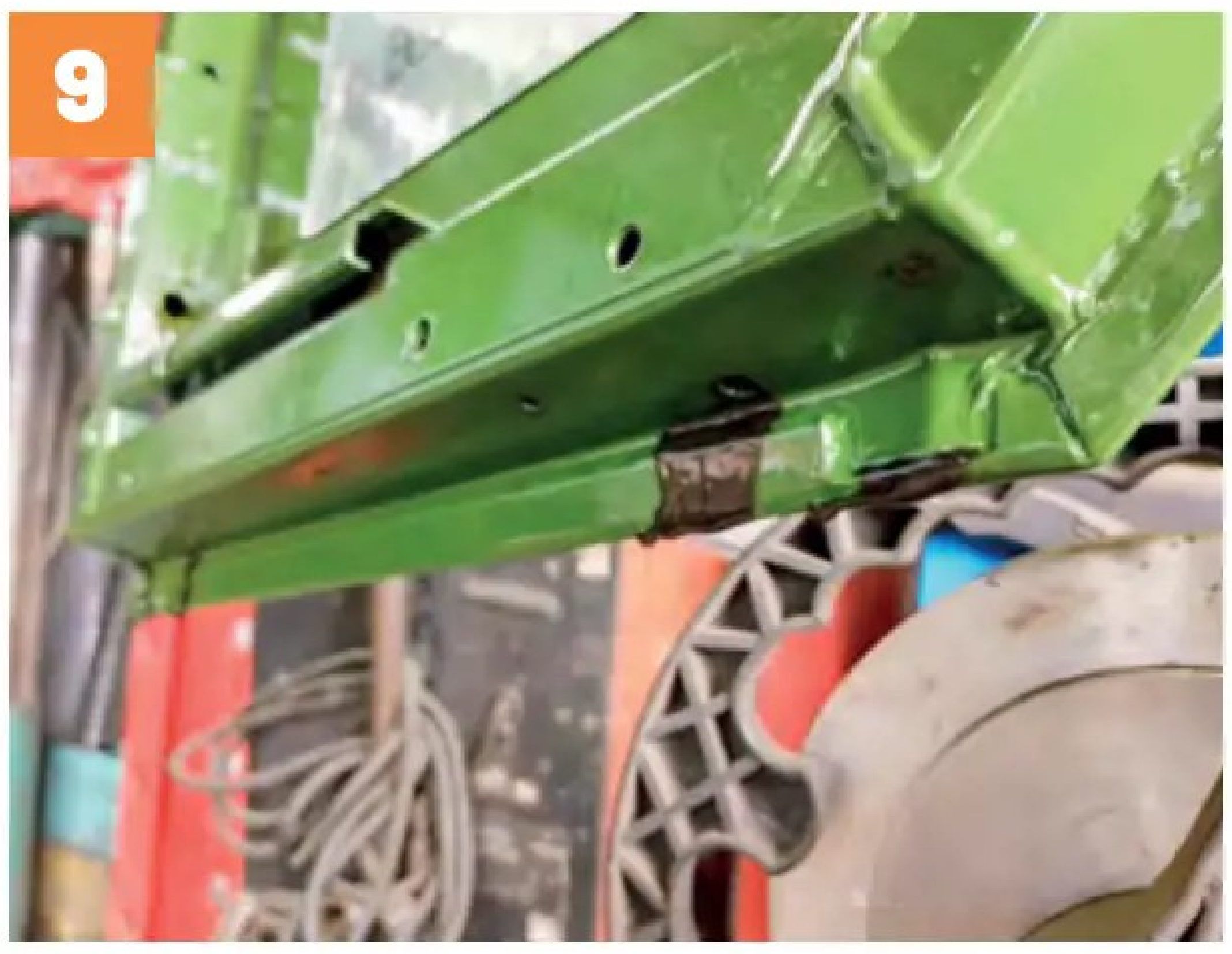
Waist seals should keep the door cavity dry. Old seals crack, causing leaks and many new seals are a poor fit

8

Electrolytic corrosion thrives in damp environments where bare steel meets bare alloy. Cavity wax helps repel moisture and isolate the different metals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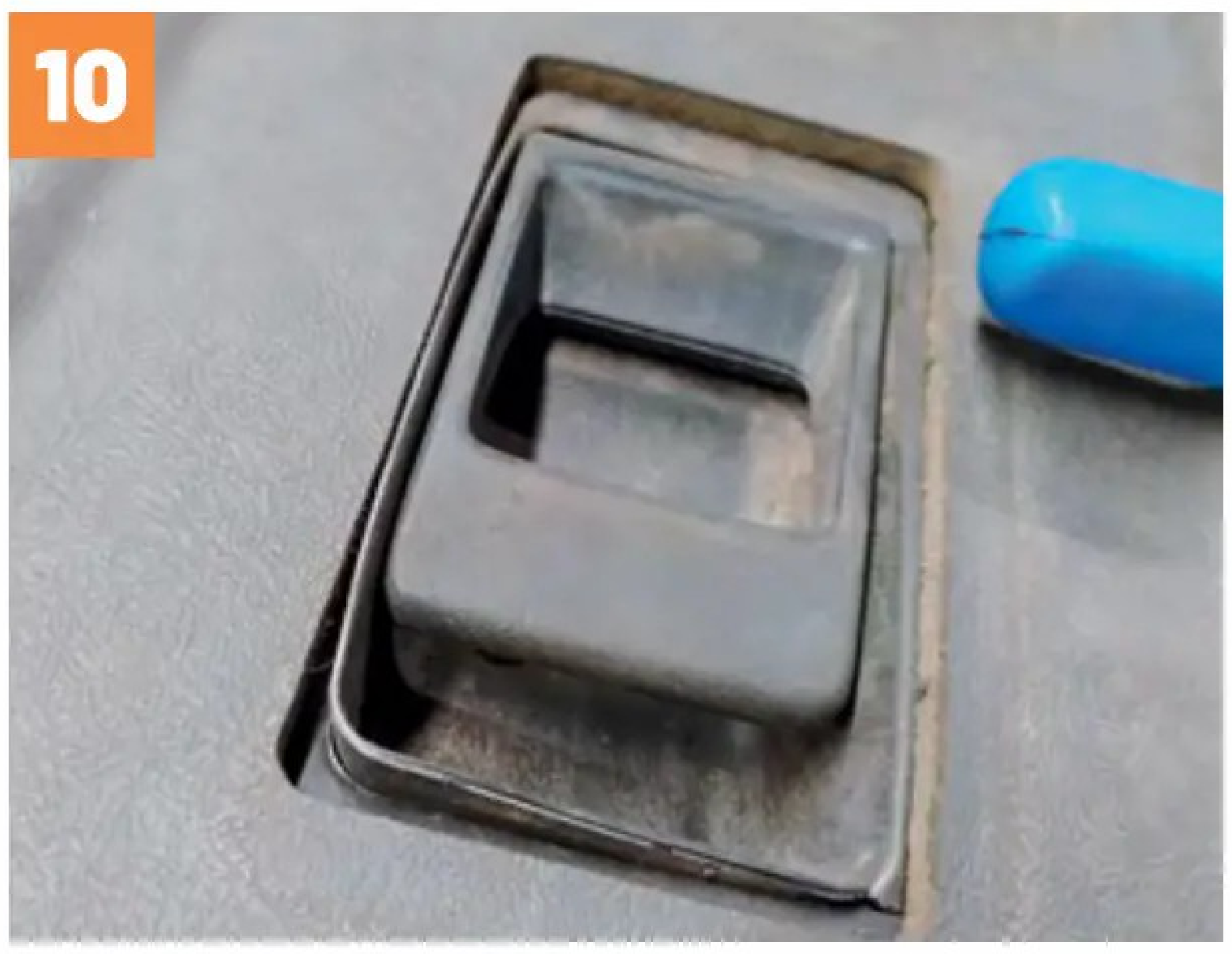
Door card removal allows a more thorough application of wax. Clear products reduce mess, but the excess will still need to be wiped away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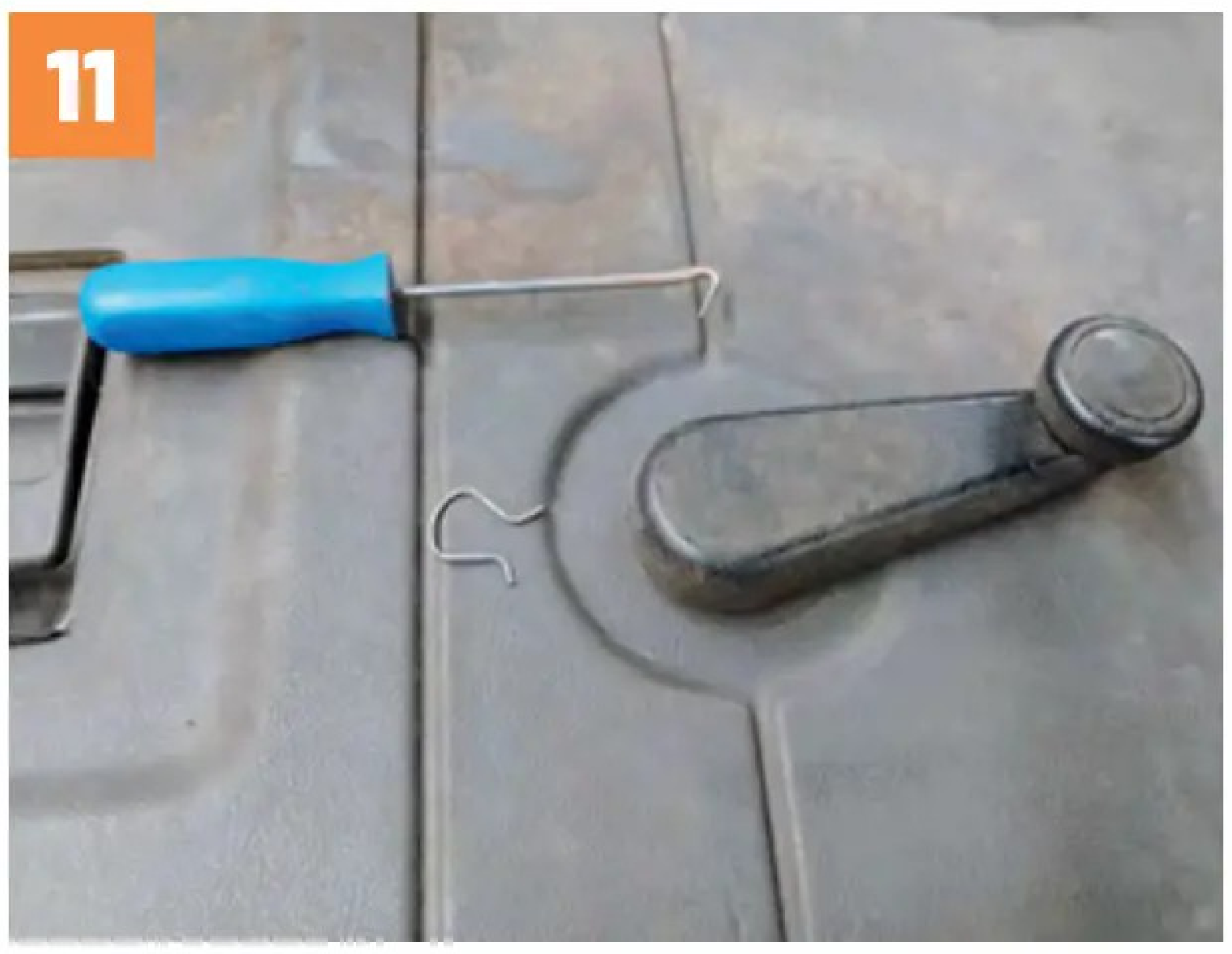
Door card trim clips can be released once the handle, lever escutcheon and winder have been unscrewed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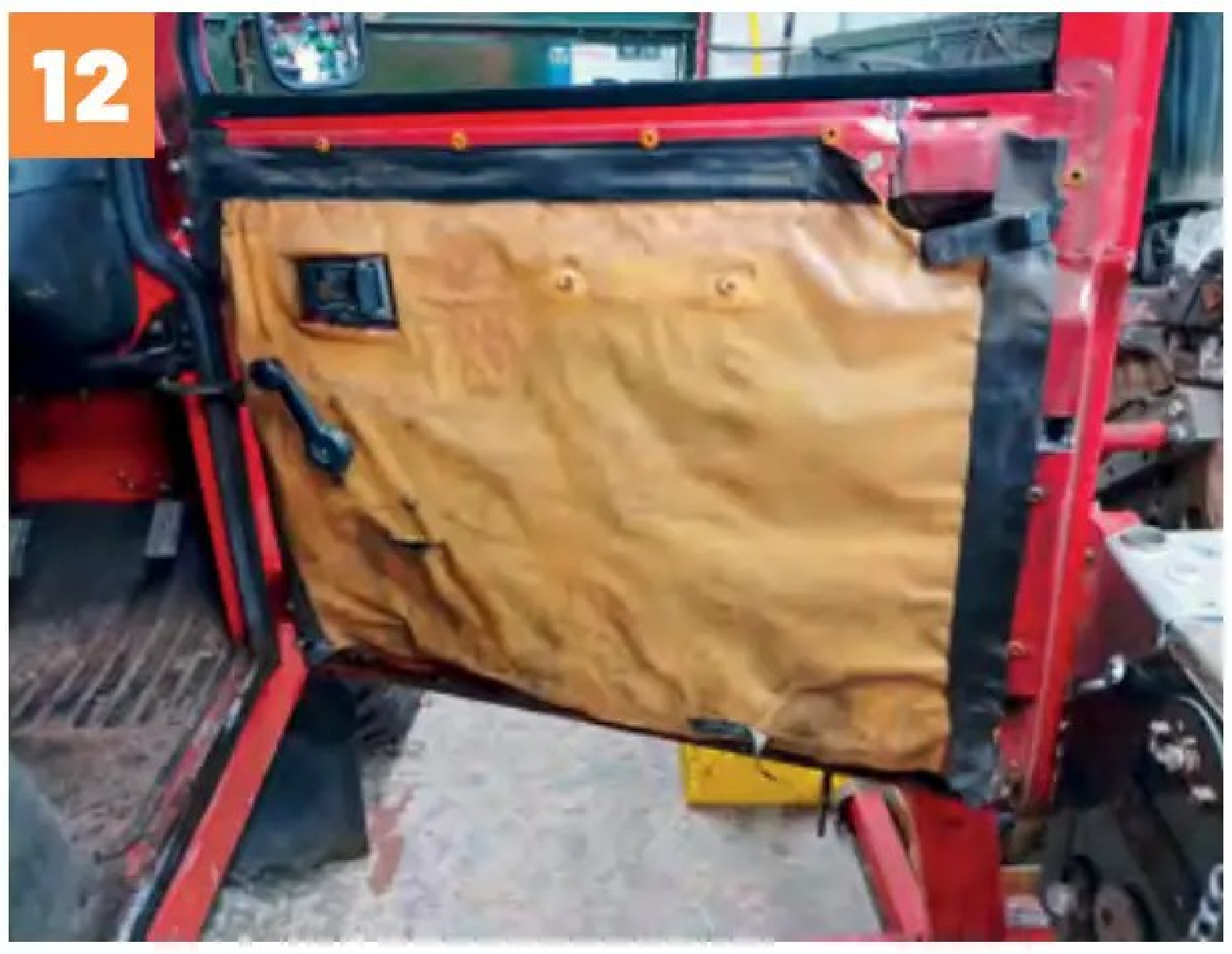
Post-1994 winders changed from a securing screw to a clip. Next, trim clip pliers can be used to ease the door card away


12

The vapour barrier can be cut or peeled away to inspect and repair any defects

18+

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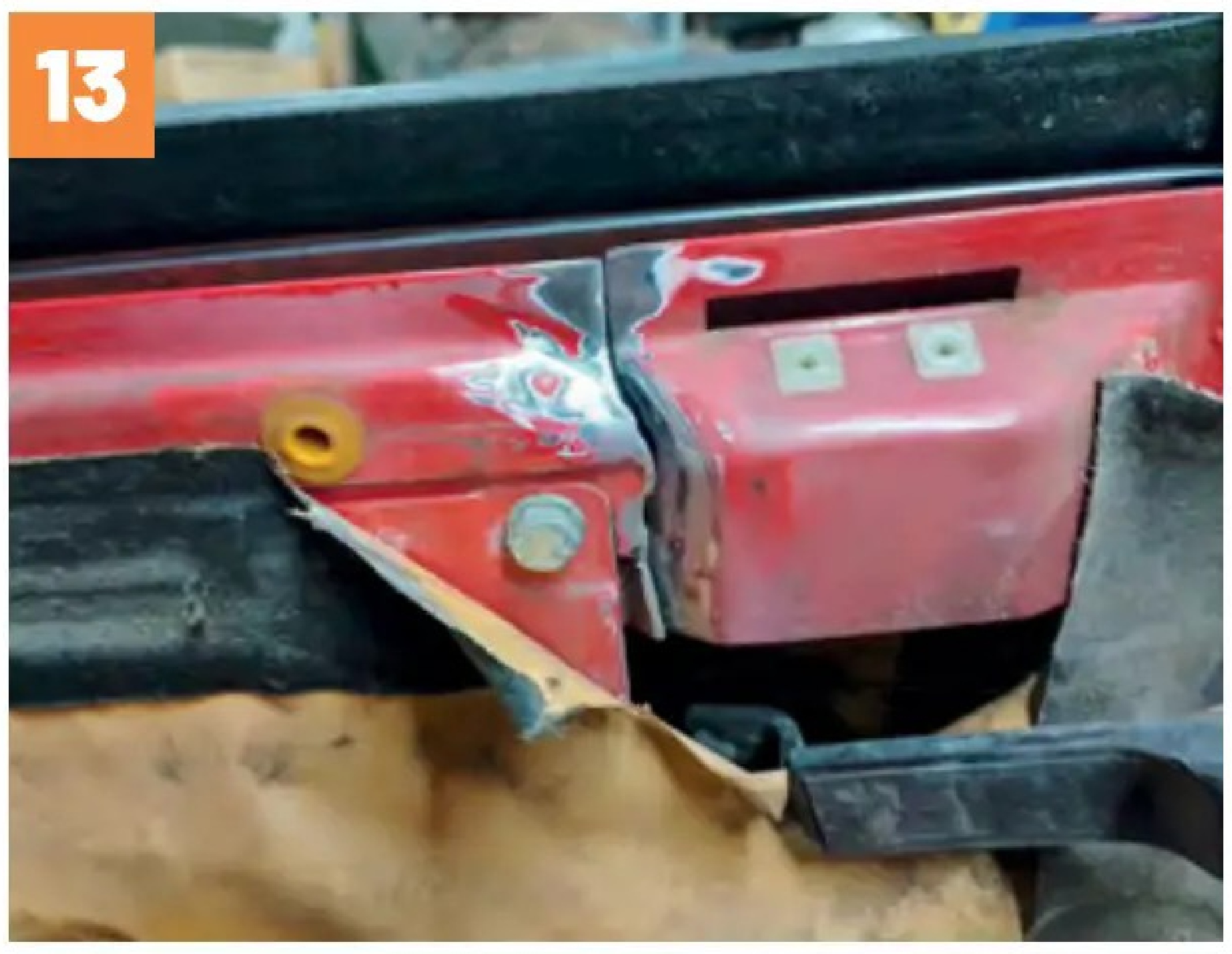
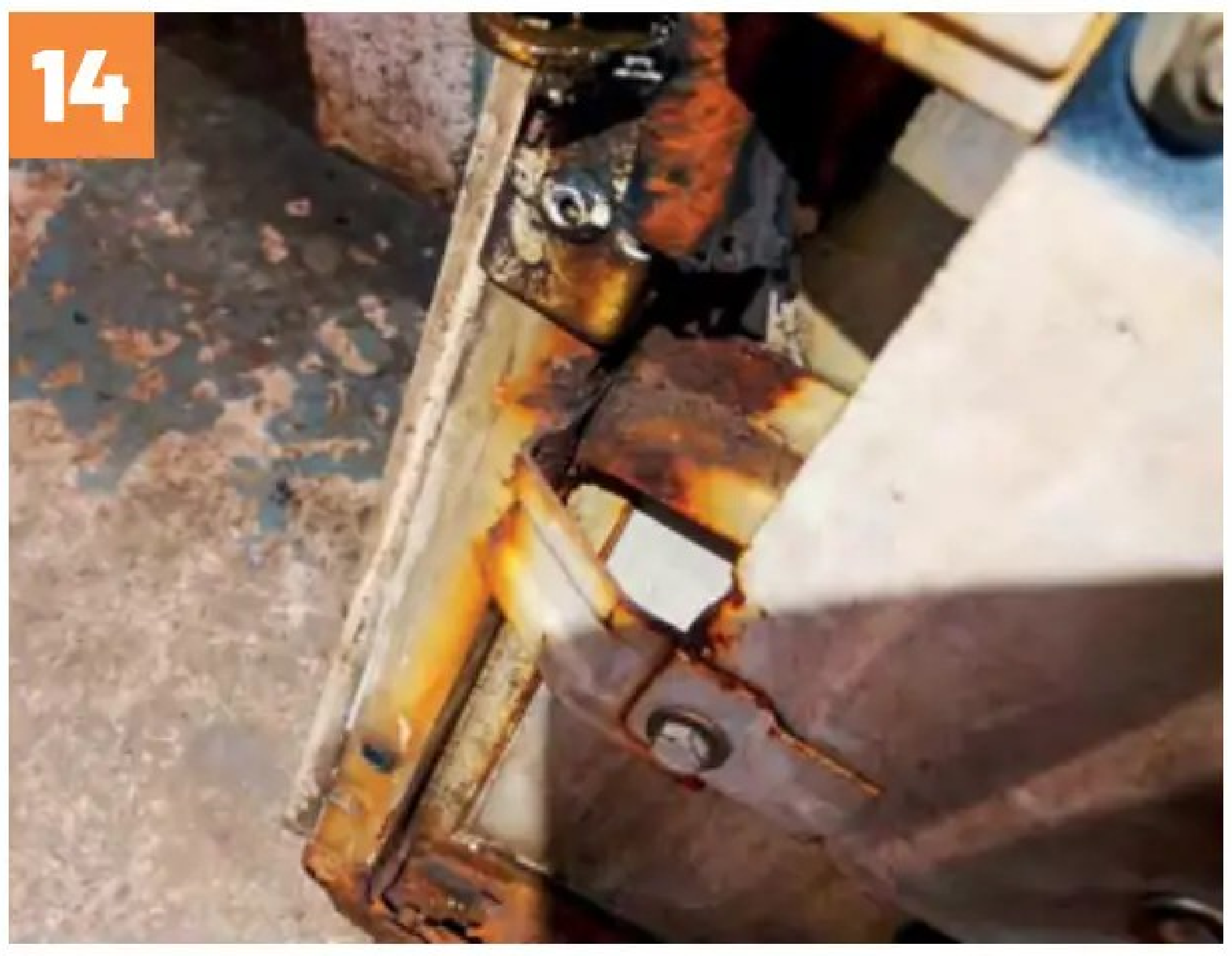


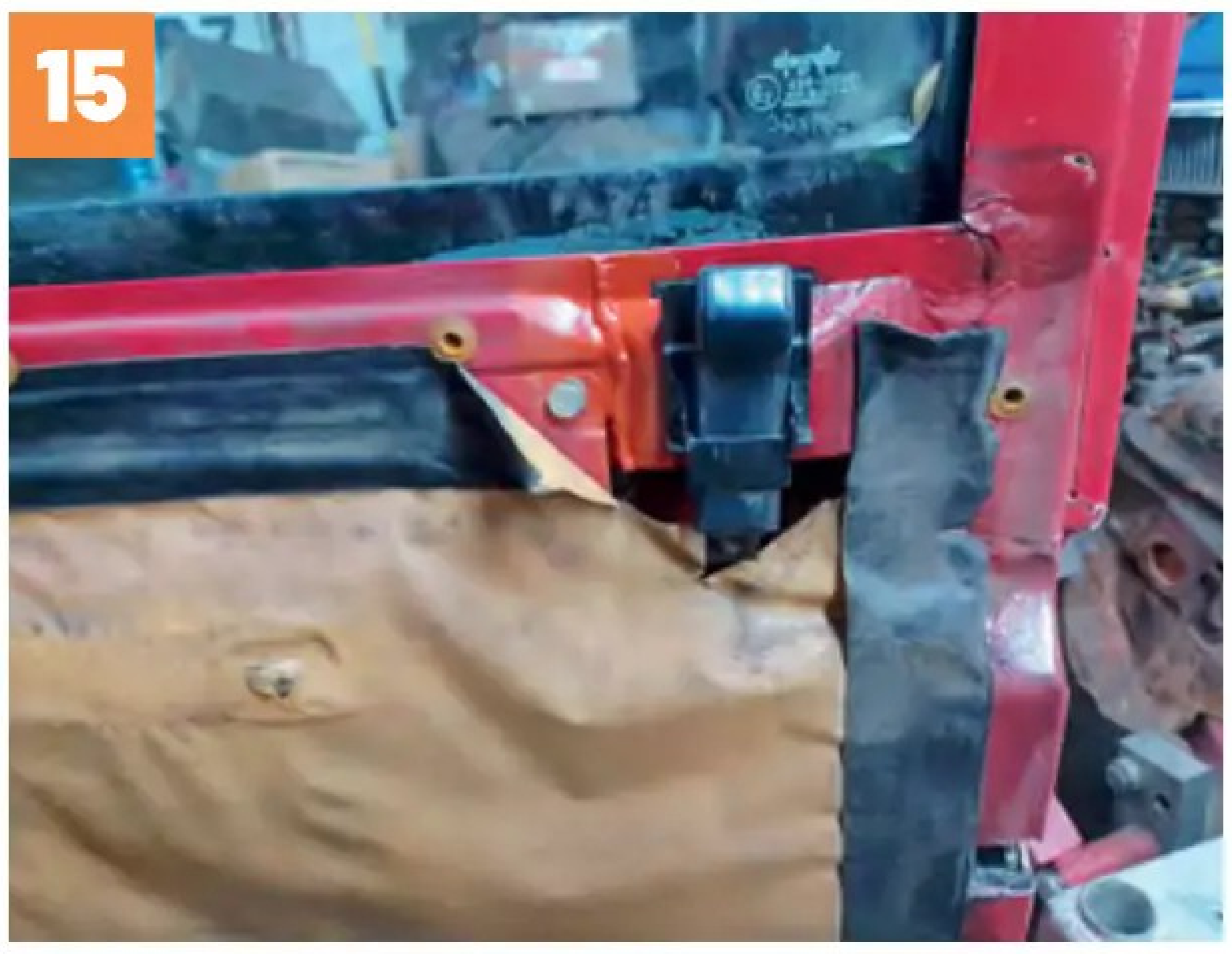
13

Cracking adjacent to the interior lock button is very common. A piece of sheet metal can be used to protect the glass while welding



14

Prompt repairs of any cracks will maintain the door's rigidity. Some areas will be too corroded to repair in situ



15

Welds are protected with paint, although they will be hidden behind the door card. Protect interior from weld spatter and grinding sparks

16

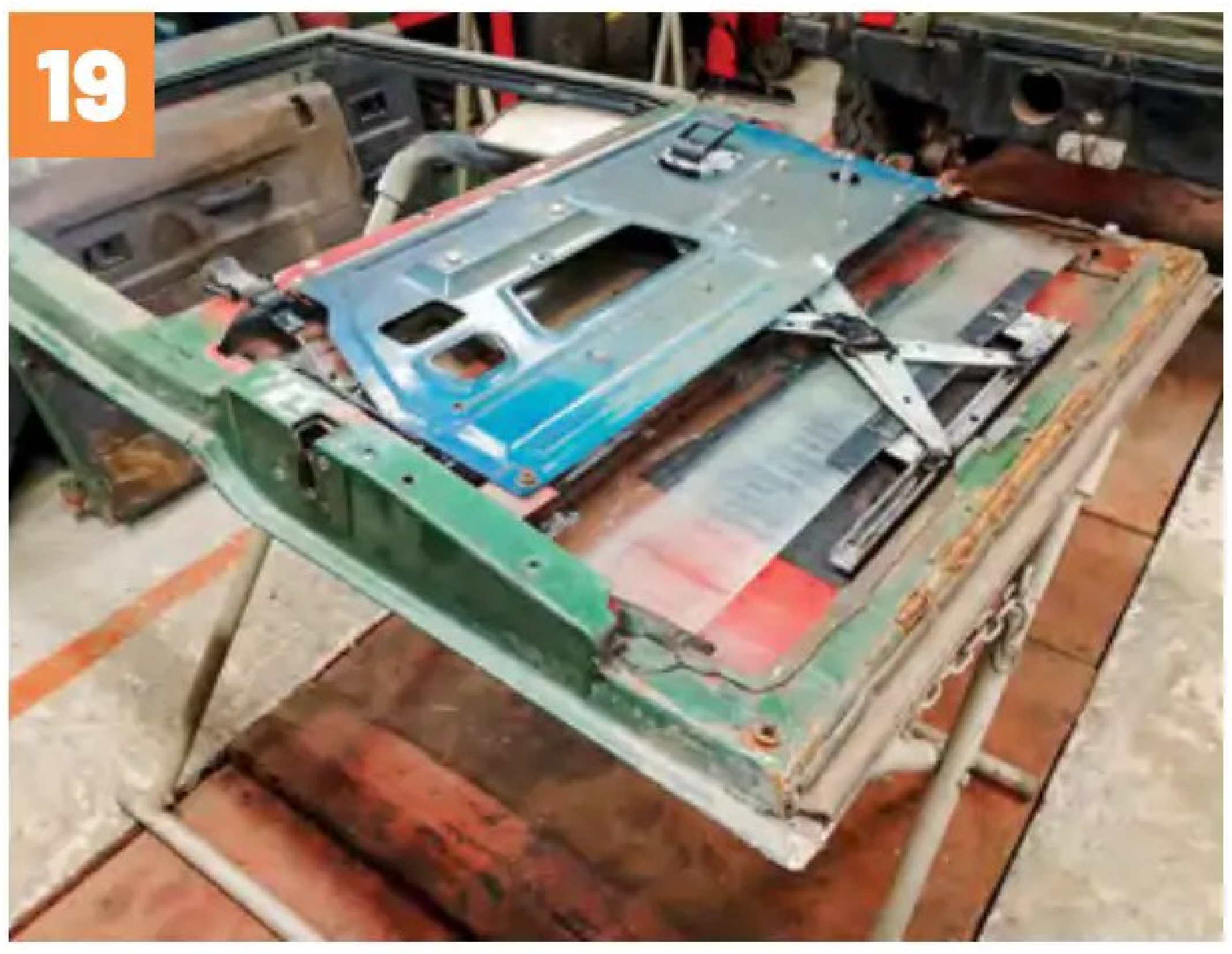
If the door needs to be removed, it is preferable to have a spare door to recondition ready or to fit during repairs

17

Door theft is rife, so be cautious of sets which seem too cheap for their condition. Legitimate used doors command high prices

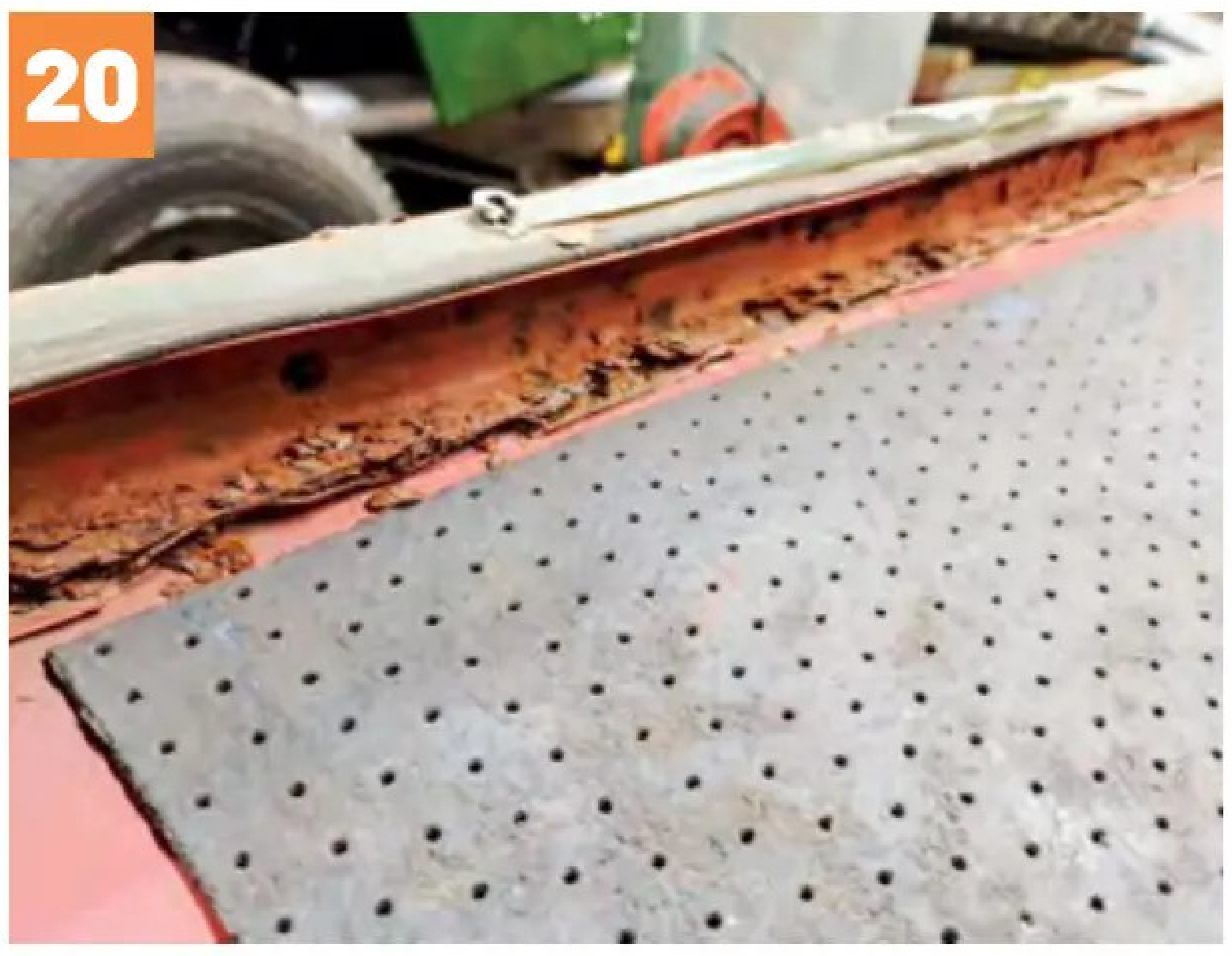
18

These used doors were genuine and with the door card fitted and seemed to be in reasonable condition.



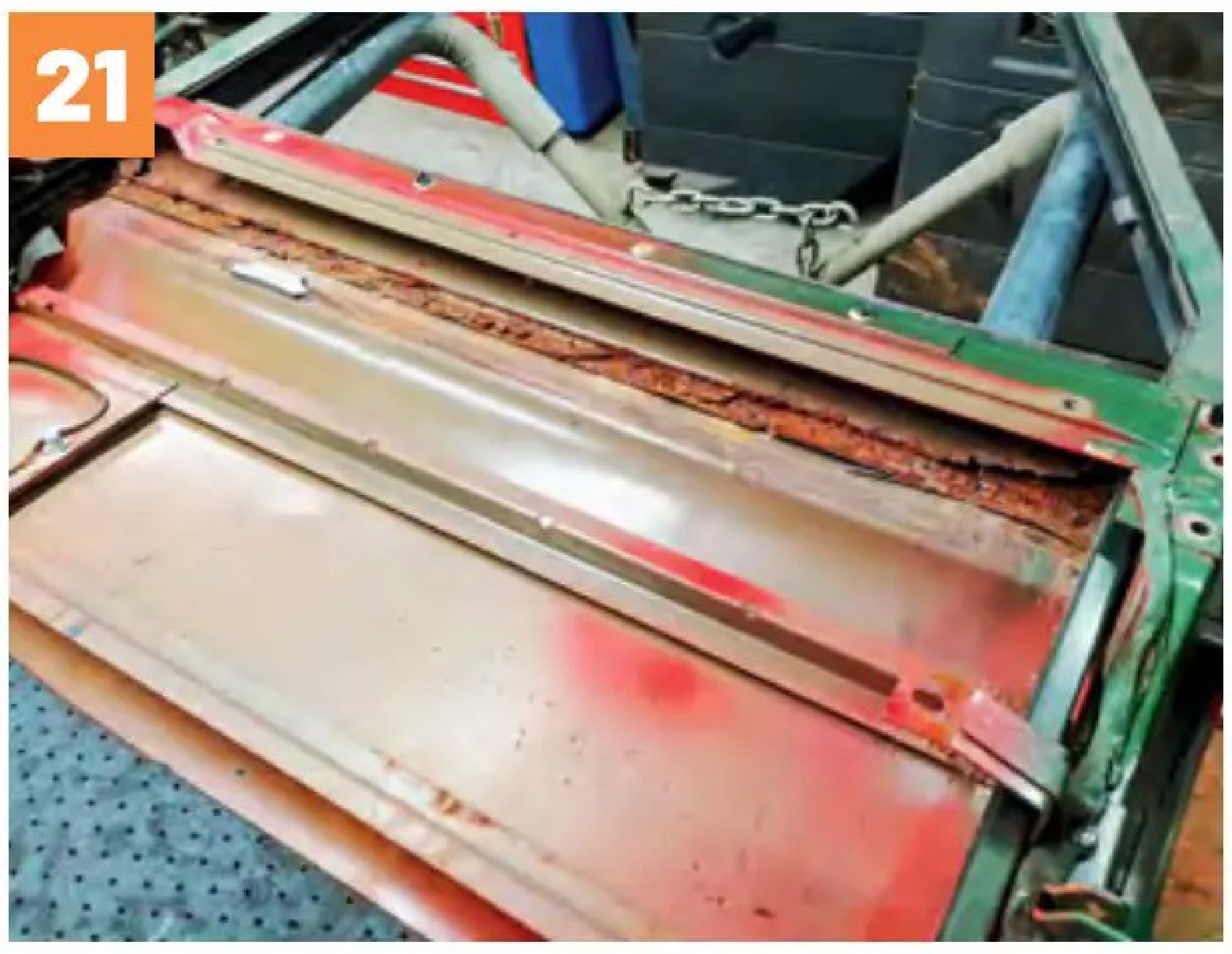
19

Removing door cards revealed heavy corrosion. Paint mismatch indicated that they had already been swapped between vehicles



20

Lower section requiring complete replacement, as seen from above

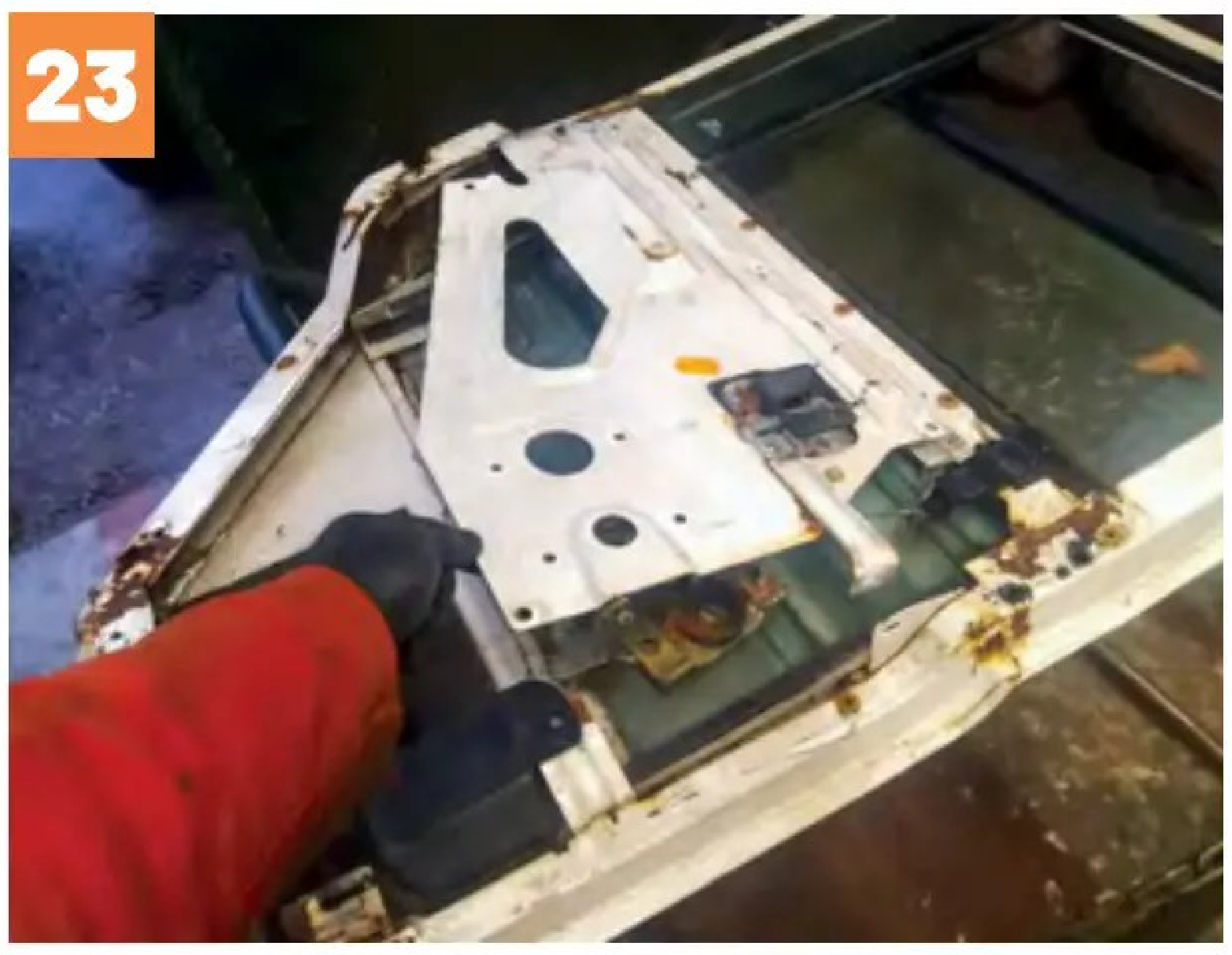


21

Removing the inner door panel and glass revealed that the mid-section of the frame was also beyond repair

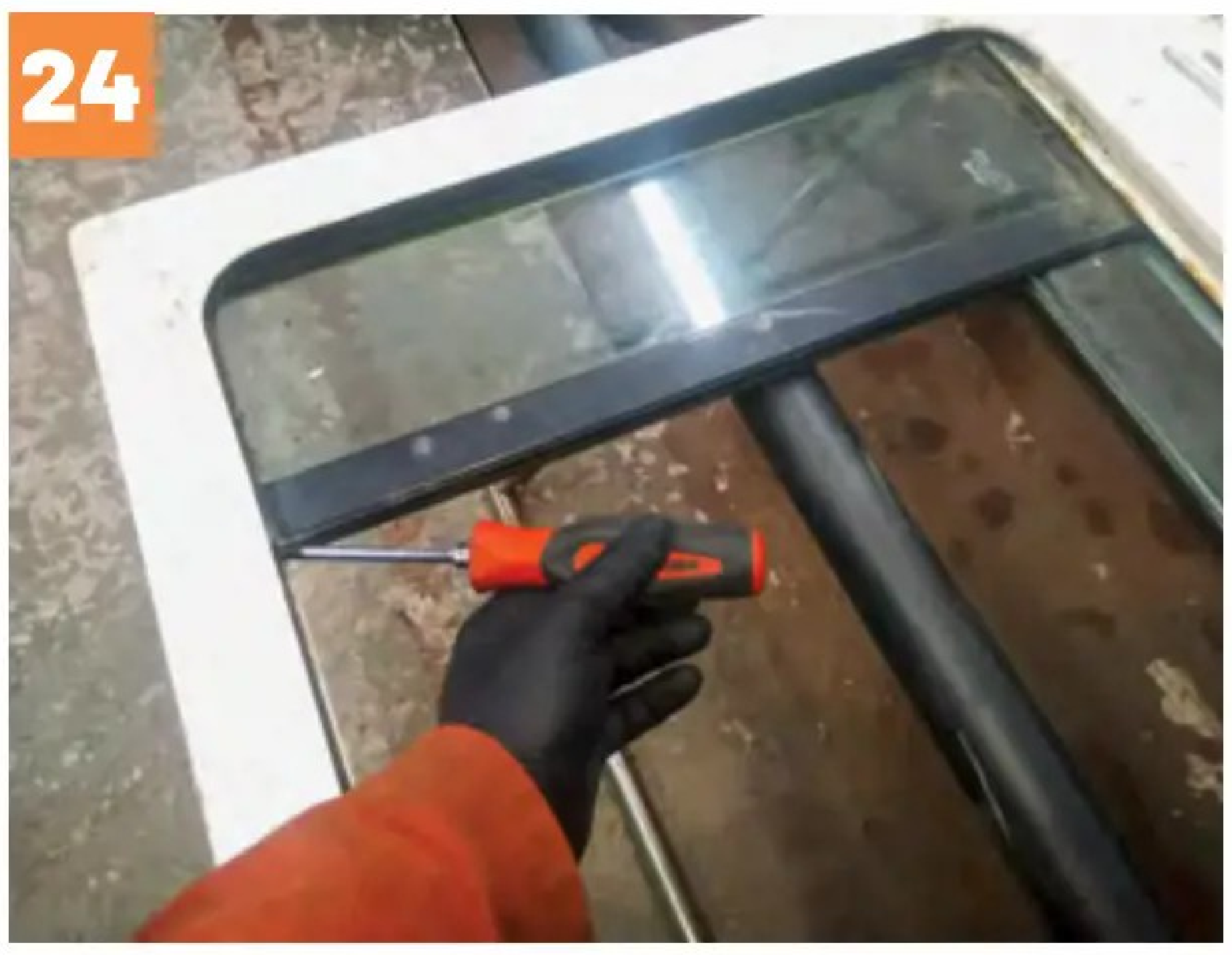
22

New skins and weld-in repair sections could have saved these doors for a DIY enthusiast, but commercially, they were scrap



23

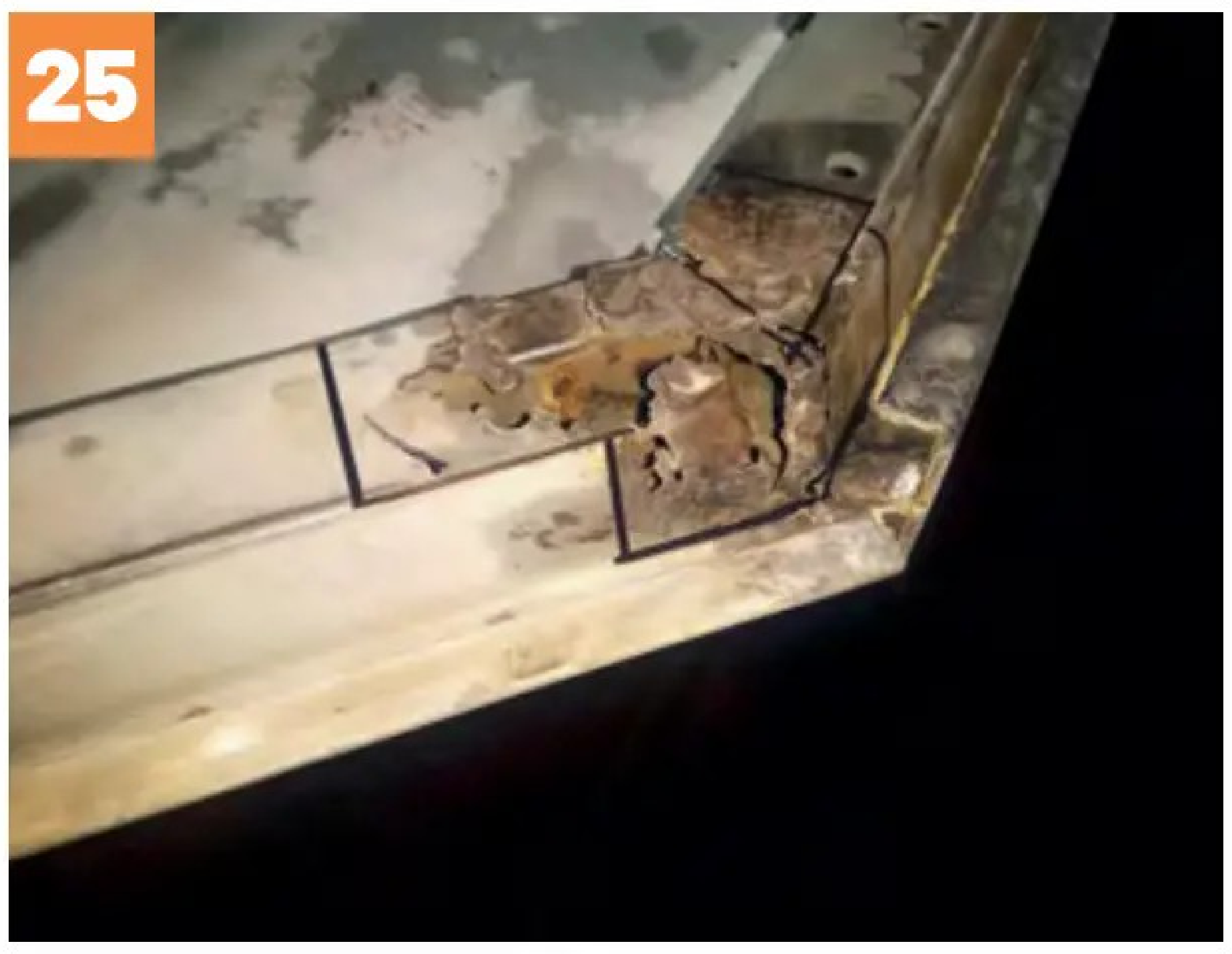
Second-row doors have a similar construction to the fronts, but are designed differently to clear the rear wheel arches



24

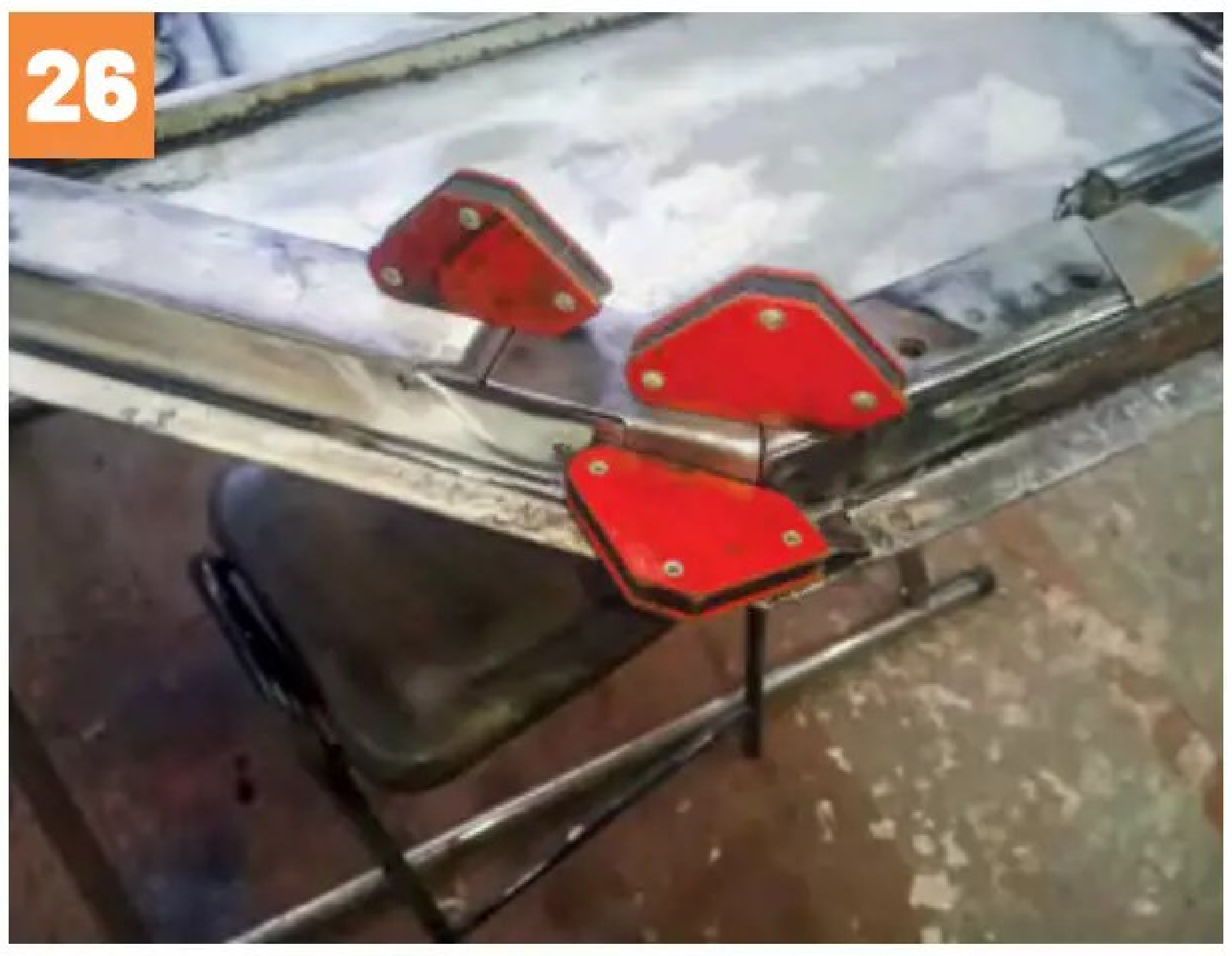
Runners for the sliding glass are held in an aluminium section, screwed to the upper frame and running down the fixed glass

25



Minor corrosion can be cut out and repaired without removing the outer door skin

26



New sheet metal is cut, folded and held in place with magnets for welding

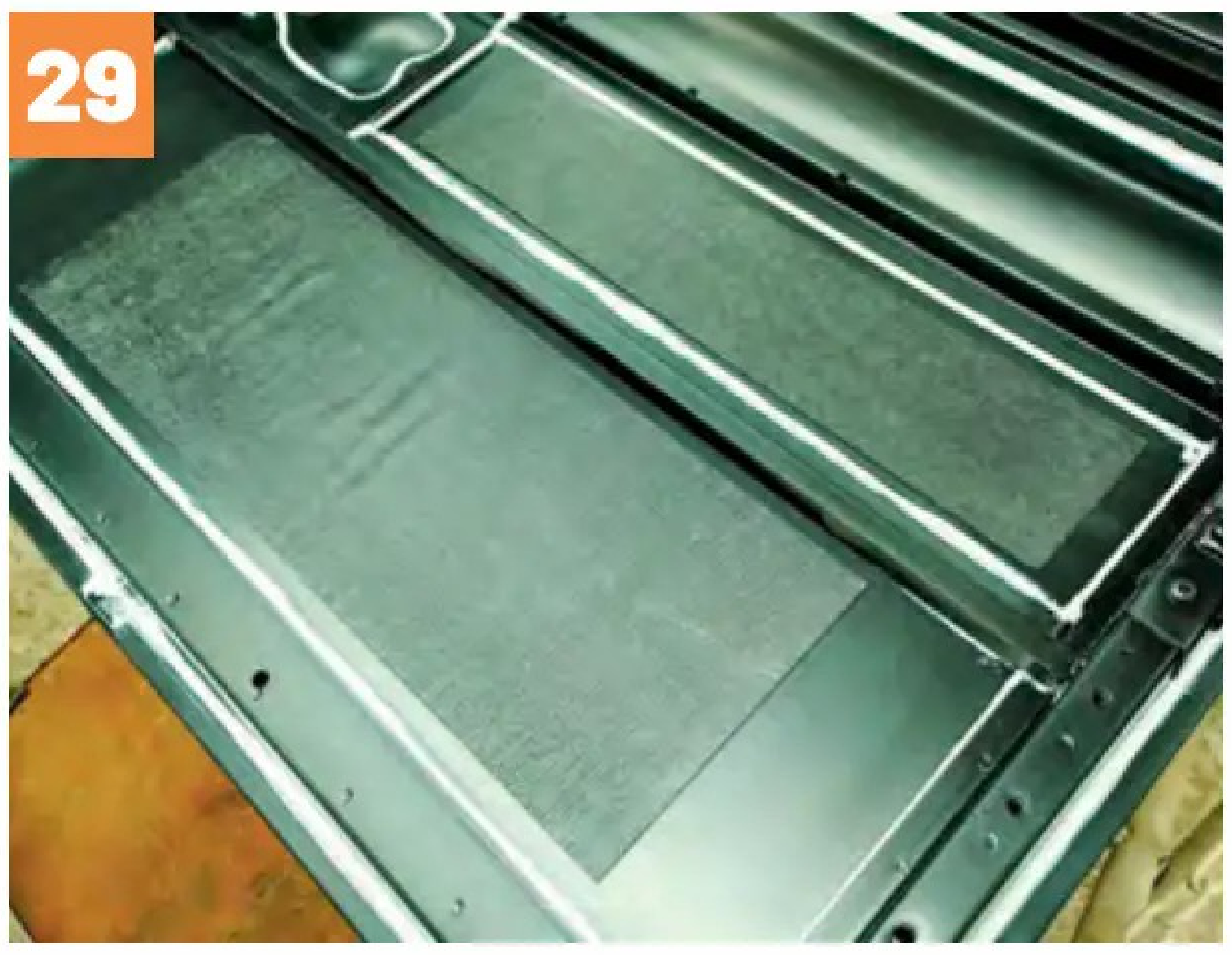
27

With the weld repairs completed, the frame is treated with rust-converter then prepared for etch-primer

28

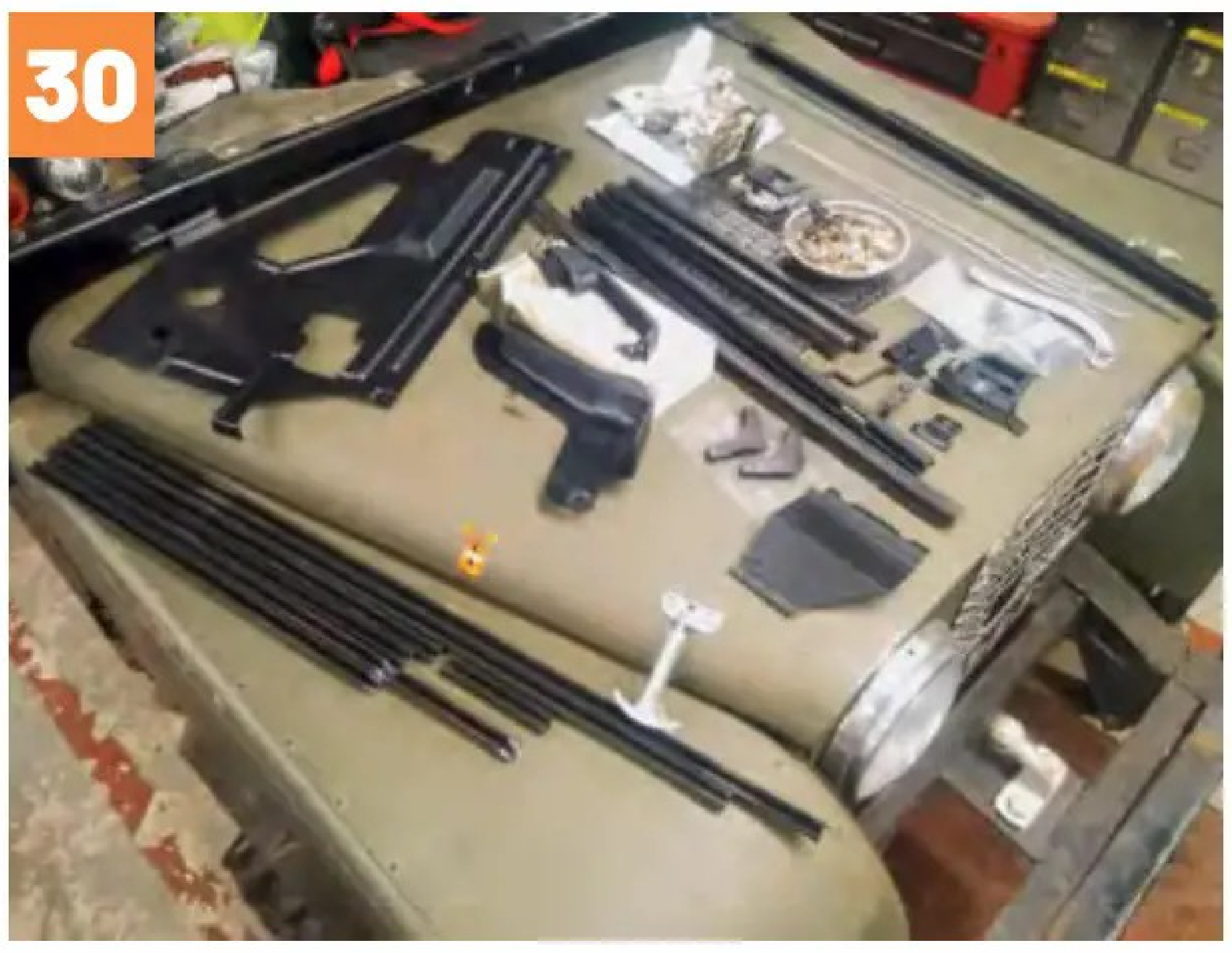
If the skin and frame are separated, prime and seam seal before reassembly to isolate the alloy from the steel

29



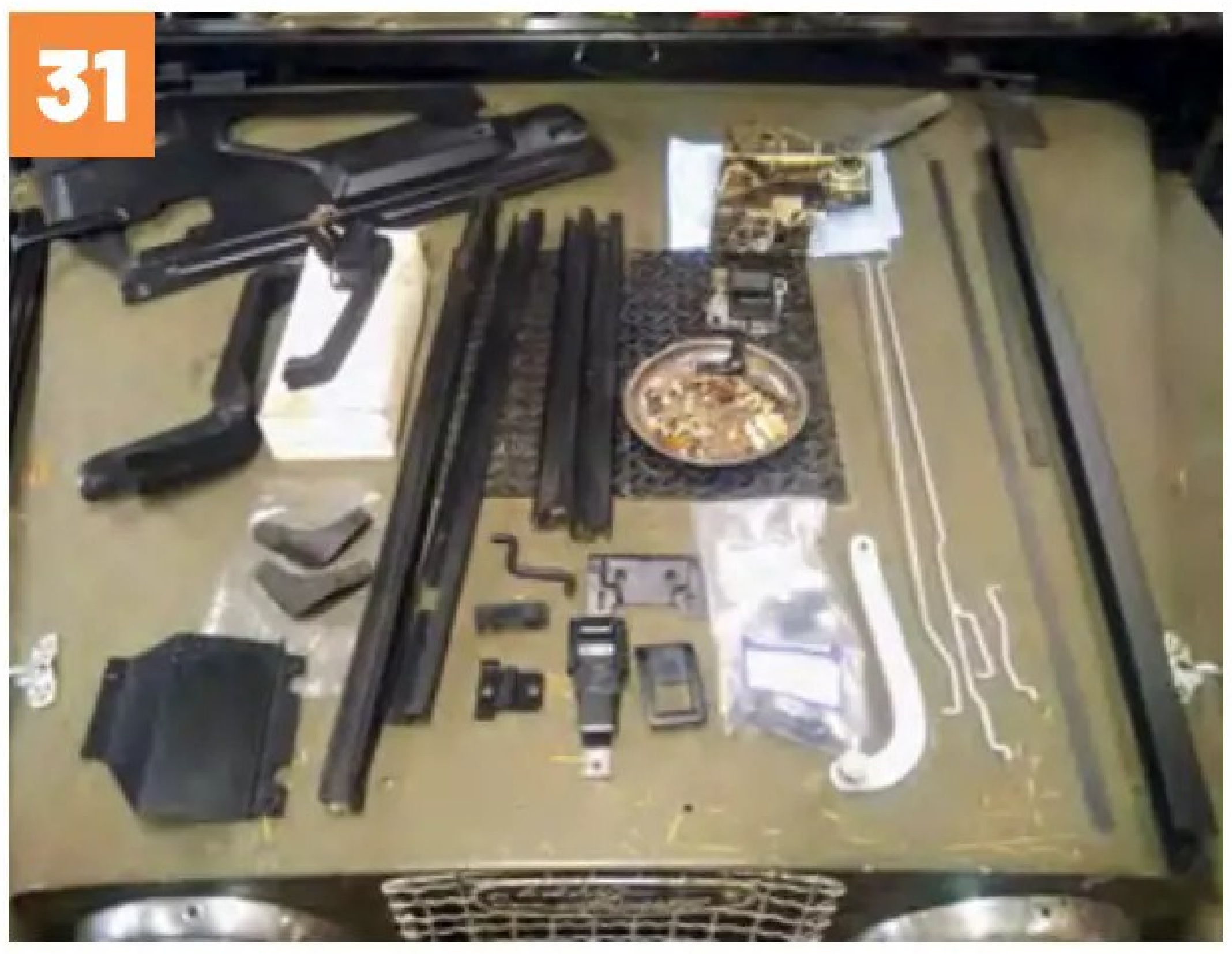
Acoustic matting and applying sealant between the steel frame and alloy skin should reduce vibration. The latter should also help prevent electrolytic corrosion

30



These parts will need to be purchased new or salvaged from an old door, in addition to the frame, skin, glass and trim

31



Parts from an old door will require some work or replacement. Most parts are specific to each door and changed throughout production

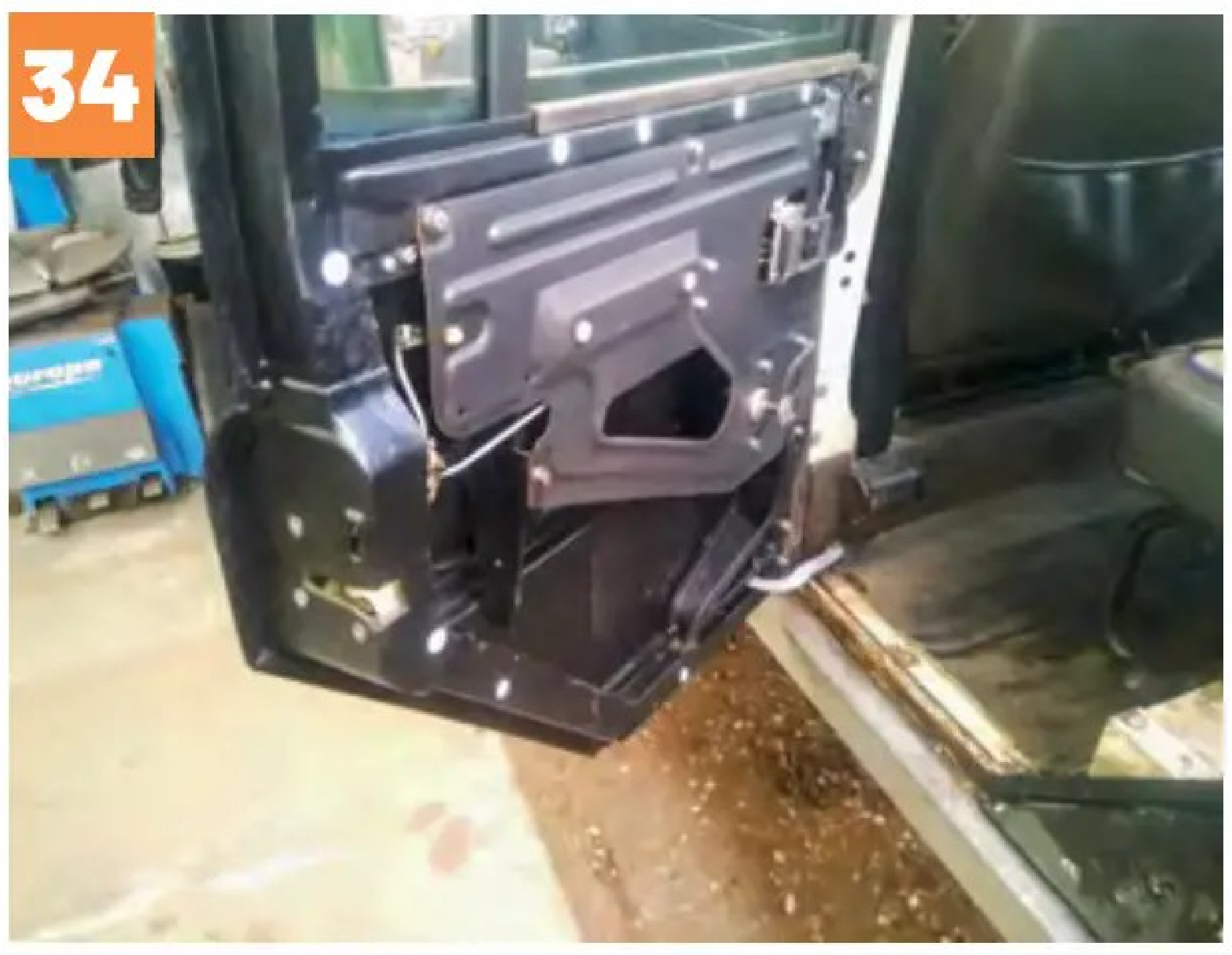
32

Take care not to damage paint during reassembly: doors can be reassembled on the vehicle or resting on a suitable stand

33

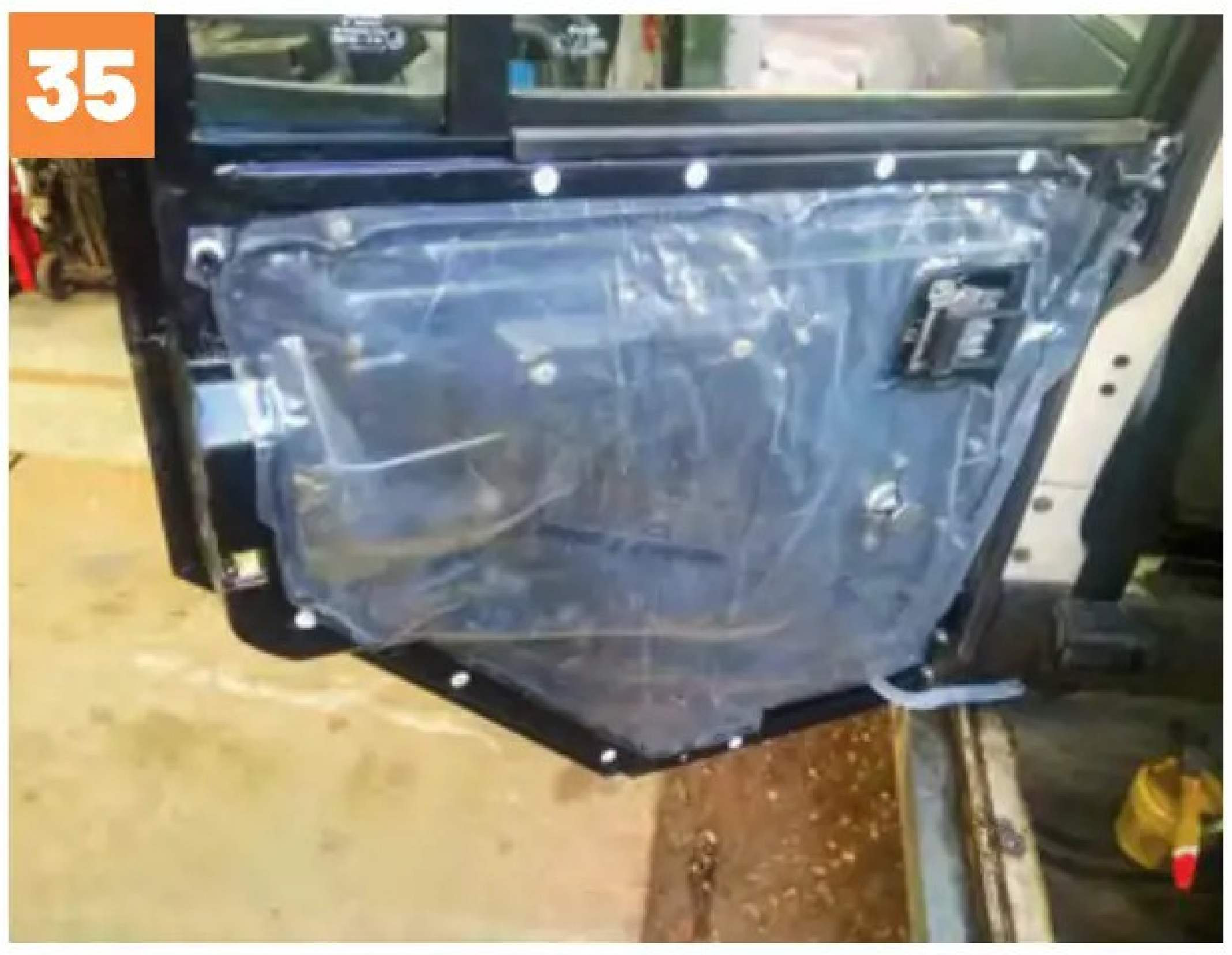
Doors are heavier to refit once assembled, so assistance is advised while securing to the hinges

34



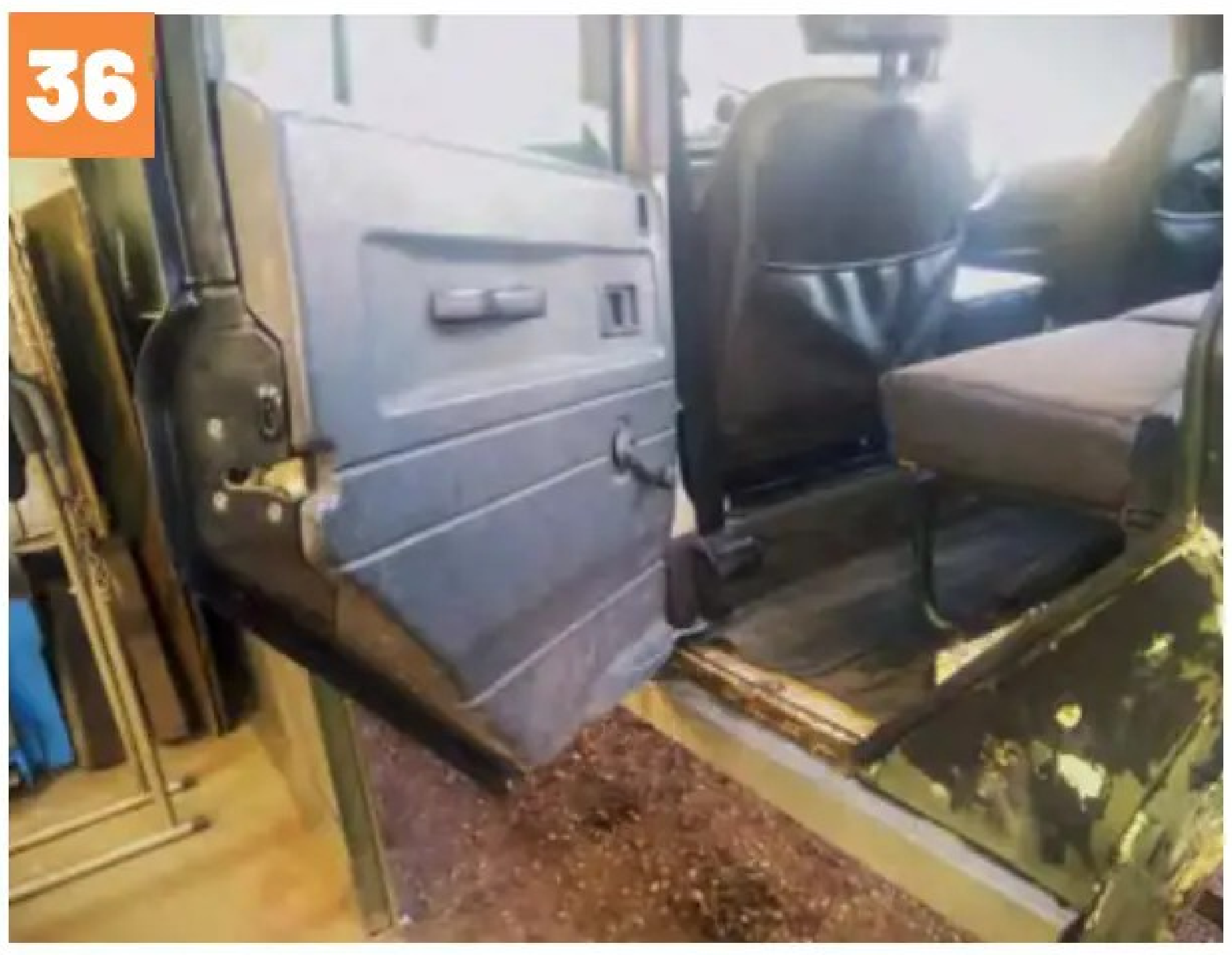
The door card obstructs access to the hinge fixings so is refitted once the hinges have been secured to the door

35



Cut a new vapour barrier from a sheet of polythene and secure it with automotive glazing strip caulk or a suitable double-sided foam tape

36



After a liberal application of cavity wax, assembly and alignment can be completed

Many readers may have experienced it first-hand, others have no doubt seen television documentaries or even movies about it. If you're after a safari adventure, you can't beat Africa and what it has to offer.

Its amazing wildlife reserves, huge, protected areas, are scattered all around the continent, attracting people from all over the world to come and admire its treasures.

There, tourists, with the help of safari guides and often specially converted trucks can get up close and personal with wildlife.

What isn't often seen is the intricate network operating behind the scenes, working to keep wildlife reservations safe from poachers, to find and maintain a sustainable supply of energy and water, and to motivate local communities to get involved.

One of the continent's safari companies, now known as Wilderness, was founded in 1983 in Botswana by a group of safari guides eager to bring people into the heart of the world-famous Okavango Delta.

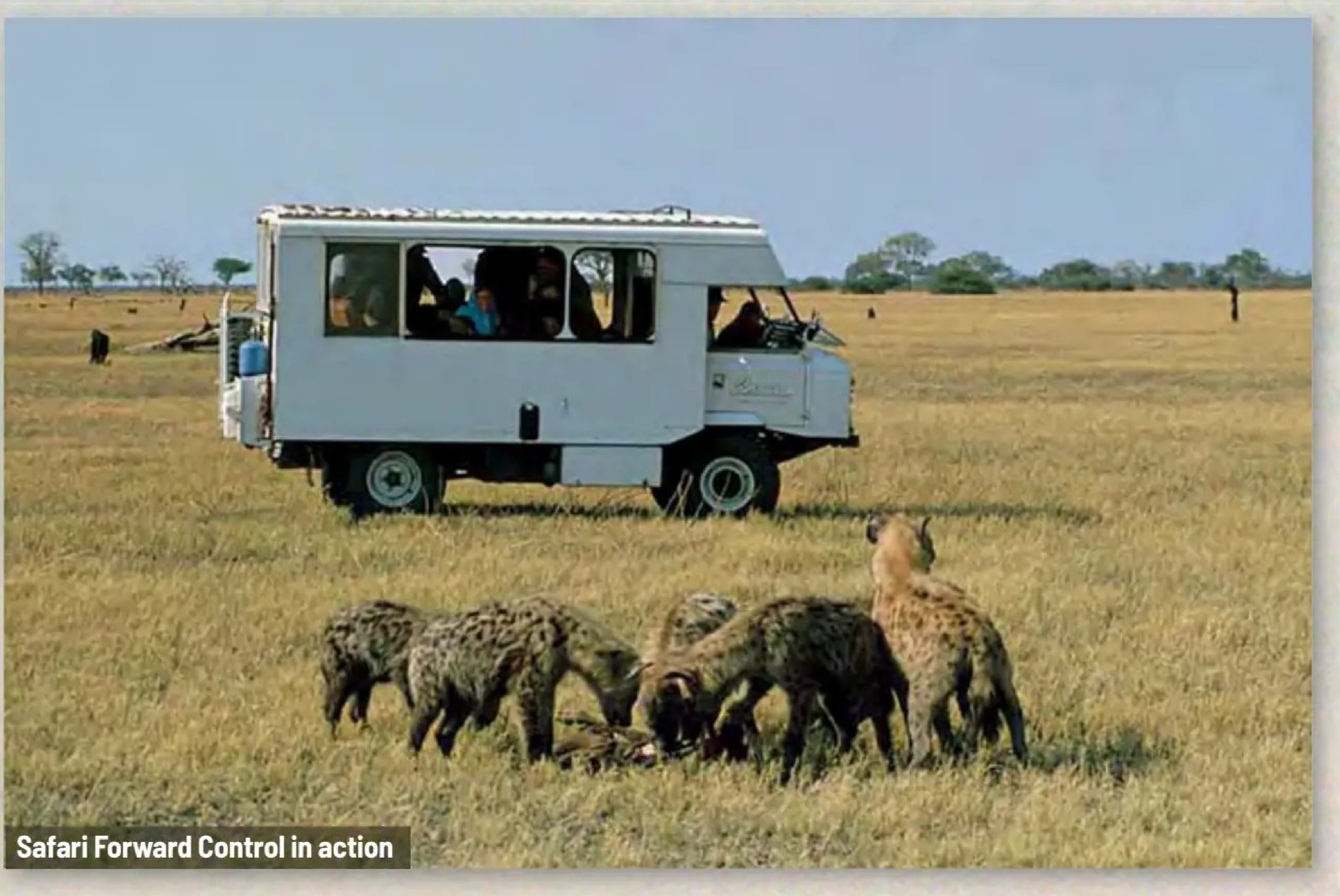
It has since grown into a world-leading conservation and hospitality company, responsible for protecting and sharing over six million acres (2.3 million hectares) of wilderness around the globe.

Far from just taking advantage of Africa, Wilderness focuses on giving back too through conservation, community development and making its operations more sustainable.

Forty years ago two intrepid young guides, Chris MacIntyre and Colin Bell, set out into the wilds of Botswana with tents and an idea to form a company based on their know-how. The business they established needed a sturdy 4x4 that wouldn't cost a fortune and could be operated in remote locations.

Passing a checkpoint en route to safari

'One of the old Wilderness Forward Controls was discovered in a scrapyard'



Safari Forward Control in action

A Land Rover would fit the bill perfectly, but this was somehow what everybody was doing back then. From hearsay, they knew about South African Army auctions and the Forward Control Land Rovers that were available, so off they went to acquire one. It was a quirky, unique vehicle that would set them apart from others in the same business.

A 1969 Series IIB Forward Control was purchased. Its spacious mobile command post body reached over the front driver/passenger compartment in a similar manner as the Marshall of Cambridge-bodied ambulances for the British Army and offered endless

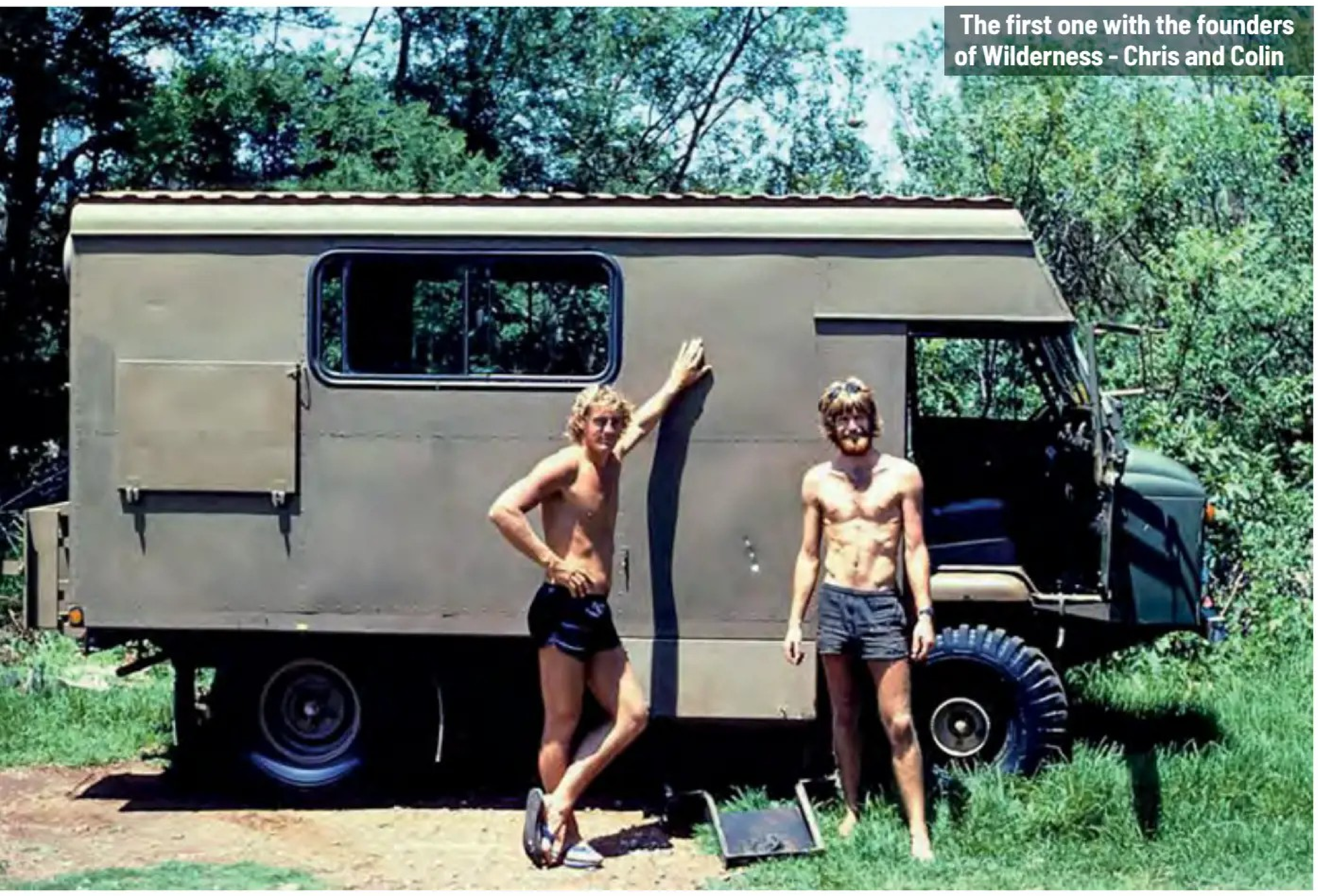
»

born to be WILD

A fleet of Forward Control Land Rovers helped build a safari company that today is recognised as a world-leading conservation and hospitality business

WORDS **JAN HYRMAN** PICTURES **WILDERNESS**

A Forward Control on a hand-operated ferry



The first one with the founders of Wilderness - Chris and Colin

A pair of Wilderness Forward Controls on a river ferry

possibilities for a custom conversion.

One of only 3,000 Land Rovers built in South Africa for the military in the 1970s, the truck was bought for the princely sum of ZAR1,200 (or about $150 back then). It was manufactured as a completely knocked down set by Land Rover in March or April 1969 and shipped to South Africa.

It was basically new, and never put to use. However, it had weathered over the years from standing outside for over a decade and needed a basic service and a paint job. Colin and Chris painted the vehicle white to make sure it stood out, only to find out later that the army light green did a much better job of not attracting flies.

The interior had to be completely gutted and it was fitted with salvaged reclining seats from a VW Golf, which looked the part and could be folded flat. A cork floor was put in and thanks to the tall seat bases, two cases of beer could be packed in.

Other 'comforts' included a bookcase for wildlife books, a small safe, a radio, and overhead sealed storage for baggage. Large, unglazed windows with roll-up canvas blinds were cut into the insulated walls.

An additional petrol tank was bodged together from mild steel, with the difficult parts cut away and upcycled from scrap petrol tanks.

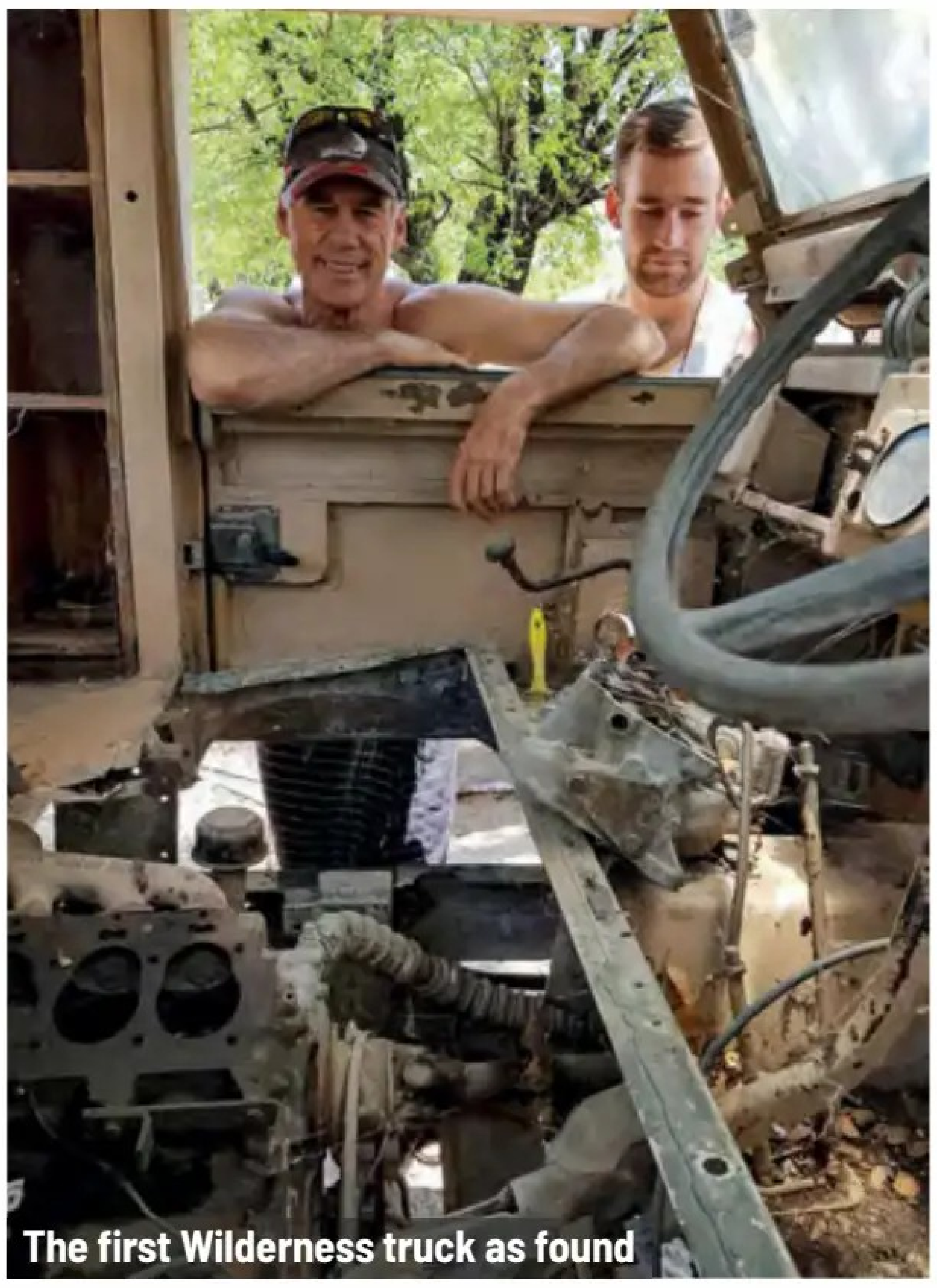
The conversion process was not always easy as some parts were simply unobtainable. But Wilderness guides were used to making do. Chris' father was an engineer and helped them with the know-how. Along the way, they even designed, made, and patented a special die to extrude rubber moulding for the windows.

The vehicle's first coat of dashing white paint was eventually changed to a light Kalahari sand colour to match the environment.

A gas fridge, gas cylinders, and Jerrycans were added, with a shower attachment

OKAVANGO
WILDERNESS

The Forward Control bar at Wilderness's HQ at Maun, Botswana



The first Wilderness truck as found

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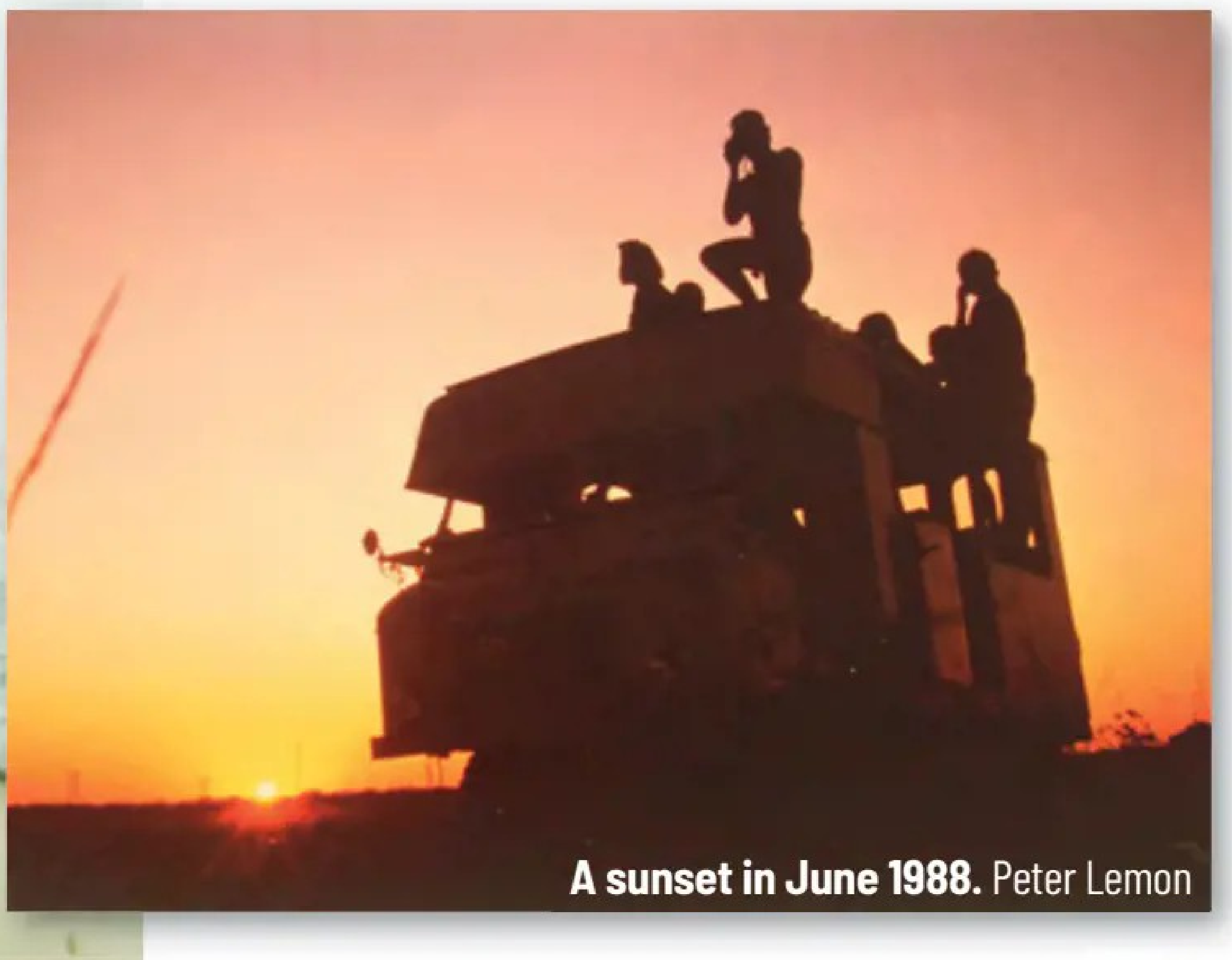
The Forward Control bar in action at Maun

‘Wilderness Trust was established in 2003 as a non-profit entity that supports a wide variety of projects across Africa’



A sunset in June 1988. Peter Lemon

Safari guests arriving at the Jedibe airstrip in June 1988. Peter Lemon

for the comfort of the guests and crew. Passengers were restricted to soft baggage only, as getting these in and out of the overhead compartments was easier.

The vehicle was to be the weapon of choice for Wilderness’ first-ever mobile camping safaris. “It provided a dust-free ride. Like sitting in your living room”, said Chris. “On the large 9.00x16 tyres, it just sailed through the brush and along the sand roads.”

The first year in Botswana went so well that every year after that they rebuilt two more vehicles, until eight years later the fleet reached 12 trucks. Army trailers were soon added to increase carrying capacity. Again, bargain purchases of essentially new trailers were made at army auctions.

Buying at the auctions was not always successful - they managed to buy one early Forward Control with a four-cylinder petrol engine that was gutless at powering a heavy vehicle in difficult terrain. It was only used as backup due to this.

Overheating was a problem, but it was resolved by placing the air intake high up on the passenger side of the front cab. Chris remembered how good the whiz of the air intake sounded on acceleration.

The trucks were used to ferry a tour of eight passengers and often one camp hand on trips totalling approximately 300km

»

THE HISTORY

After being founded in 1983, Wilderness grew steadily. By 1985, the company had established camps as bases for its trips while in 1991, it acquired Sefofane Air Charter, a small private air charter company founded by Neil and Suzy Lumsden, operating a Cessna 206.

This undertaking was later to become Wilderness Air, an airline now operating in Botswana, Namibia, South Africa, and Zimbabwe.

From 1993 to 1995, the company expanded from Botswana into Namibia and South Africa, then to Zimbabwe. The business model included making joint ventures and partnerships with local communities and developing mutual trust that was necessary to make their enterprise stable and their future sustainable.

In 2000, it expanded into Zambia and in 2008 the company started focusing on sustainable, renewable energy sources, as well as the reduction of plastic waste.

Wilderness is involved in programmes aiming at conservation efforts that help protect desert lions in the harsh conditions of the Namib Desert, monitoring elephant movements and habitat use in Zimbabwe’s Hwange National Park and the Ecoexist partnership in Botswana.

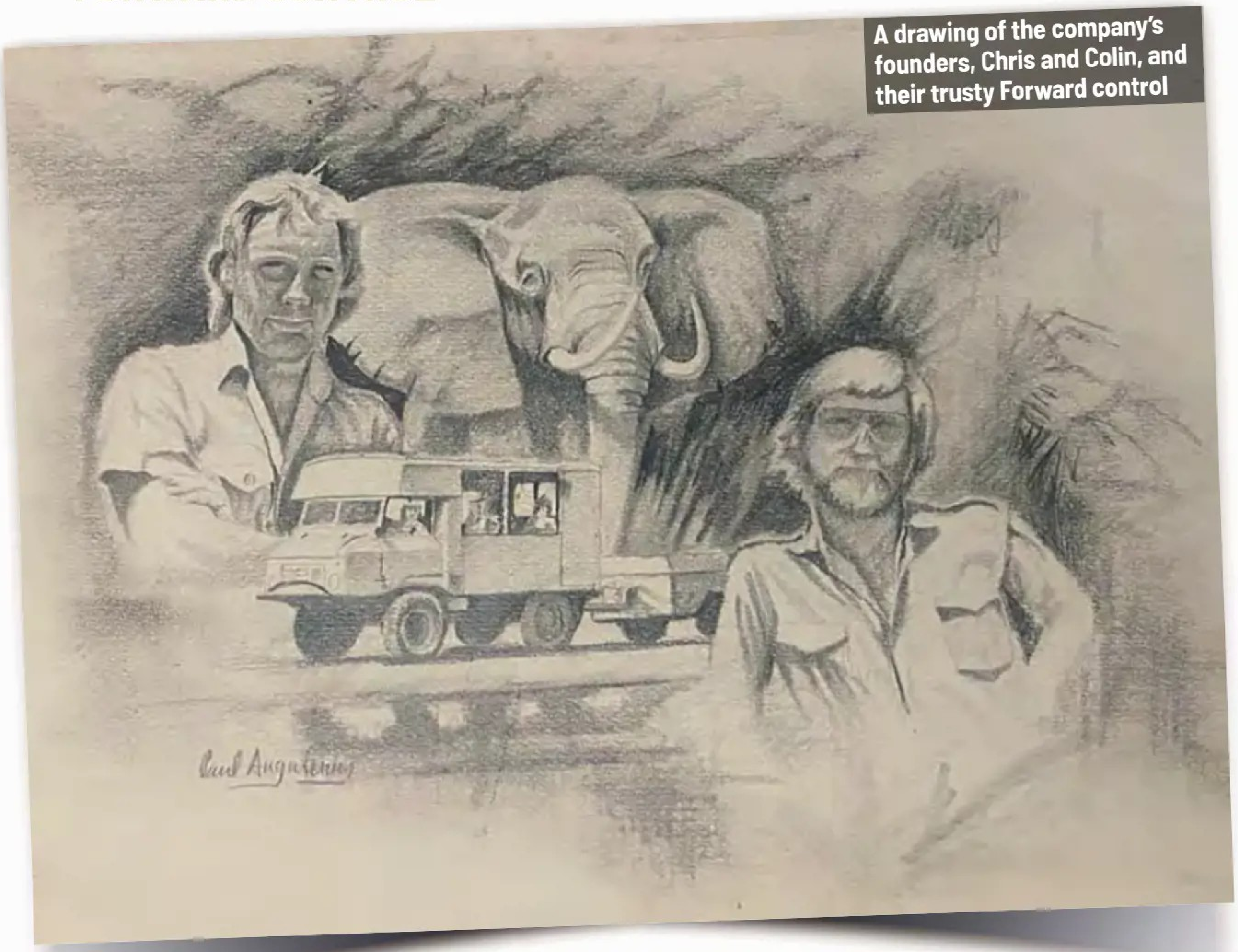
Through the Children in the Wilderness programme, Wilderness aims to facilitate sustainable conservation through leadership development and education of rural children in Africa.

To this end, the Wilderness Trust was established in 2003 as a non-profit entity that supports a wide variety of projects across Africa. The projects and researchers it supports address the needs of existing wildlife populations, seek solutions to save endangered species and provide education and training for local people and their communities.

Wilderness is expanding further, with a foothold in the Serengeti, the mountains of Rwanda, or the vast, wild plains of Masai Mara and Laikipia in Kenya.

Back at home in Botswana, Wilderness is partnering with Communities Living Among Wildlife Sustainably Conservancy (CLAWS), focusing on creating a workable environment for human-lion co-existence.

Our thanks to the Wilderness team for their help in putting this account together, namely Chris MacIntyre, Colin Bell, Ryno Verster, Jadien Kruger and Janine Avery.



A drawing of the company's founders, Chris and Colin, and their trusty Forward control

> ‘The trucks were used to ferry a tour of eight passengers and often one camp hand’

each. Chris said the trucks were very reliable, so the vehicle choice proved to be good, along with the whole business model – it grew to become immensely successful. In the coming years and decades, Wilderness grew way beyond what anyone originally dreamed possible.

Karen MacIntyre, Chris's wife, was running the business while Chris and Colin were on safaris. Karen went on to become the first female professional safari guide in Botswana.

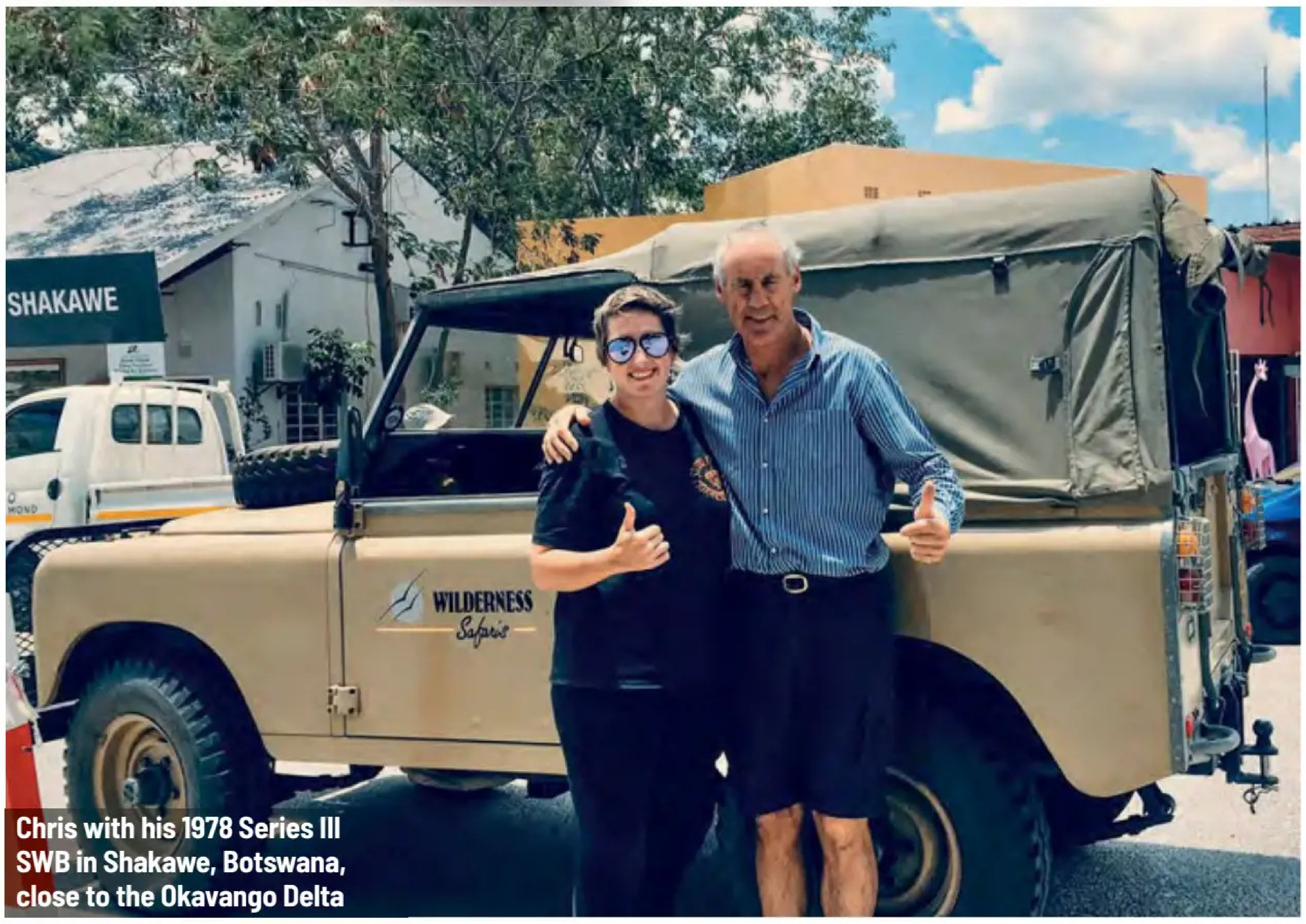
However, the vehicles that carried Wilderness onward and upward only had so much to give. Eventually, a decision was taken to retire the old workhorses and upgrade the fleet. In the 1990s, the Forward Control Land Rovers were sold off.

Fast forward many years and one of the old Wilderness Forward Controls was discovered in a scrap yard, where it had been cut up for scrap metal.

“This sparked a search for our very first vehicle, which was eventually found living out its golden years in a small yard in Maun (a town in Botswana),” said Chris. “It was still running, just, but was in a very poor condition.”

Wilderness managed to buy it and have it transported back to the office. It would no longer be used as a running safari vehicle, but the plan was to create a stylish bar that would serve as a time capsule from days long gone. While rebuilding the vehicle, a hidden gem was discovered.

Mounted to the original plywood bookshelf installed for Chris' guidebooks was a small, red and very weathered cash box.



Chris with his 1978 Series III SWB in Shakawe, Botswana, close to the Okavango Delta

A modern promotional shot of the Wilderness safari vehicle in action

In the dust, a small sticker revealed Chris' father's address where they first built the vehicle. It was carefully stuck back in the little red box and mounted back into the vehicle, on a new bookshelf made to replicate what was there before.

Today, the vehicle that once led the company's first-ever trip through Zimbabwe from Victoria Falls to Mana Pools, their first ornithological trip attracting many well-known and well-heeled naturalists, and the first full-service safari with a chef and a hostess, now sits at the Wilderness' Maun office as its new bar.

It was also a centrepiece of Wilderness' 40th anniversary celebrations in 2023, a huge event that attracted lots of attention. Chris provided gate guardians for the event, his 1972 Mercedes-engined Forward Control converted into a double cab, and his 1978 SWB Series III with the standard four-cylinder engine. CLR

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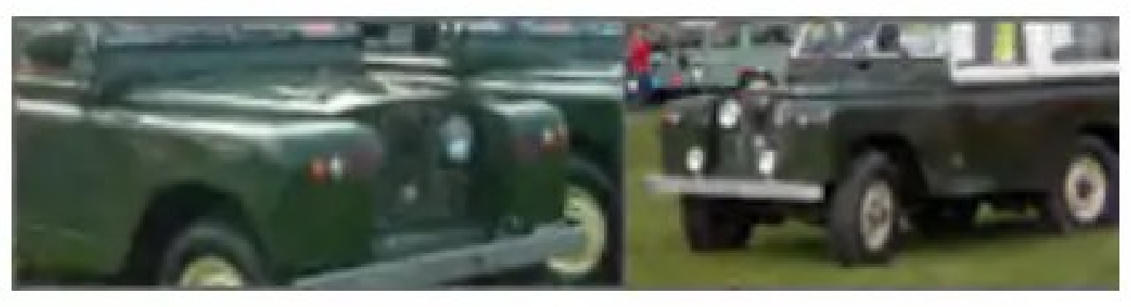

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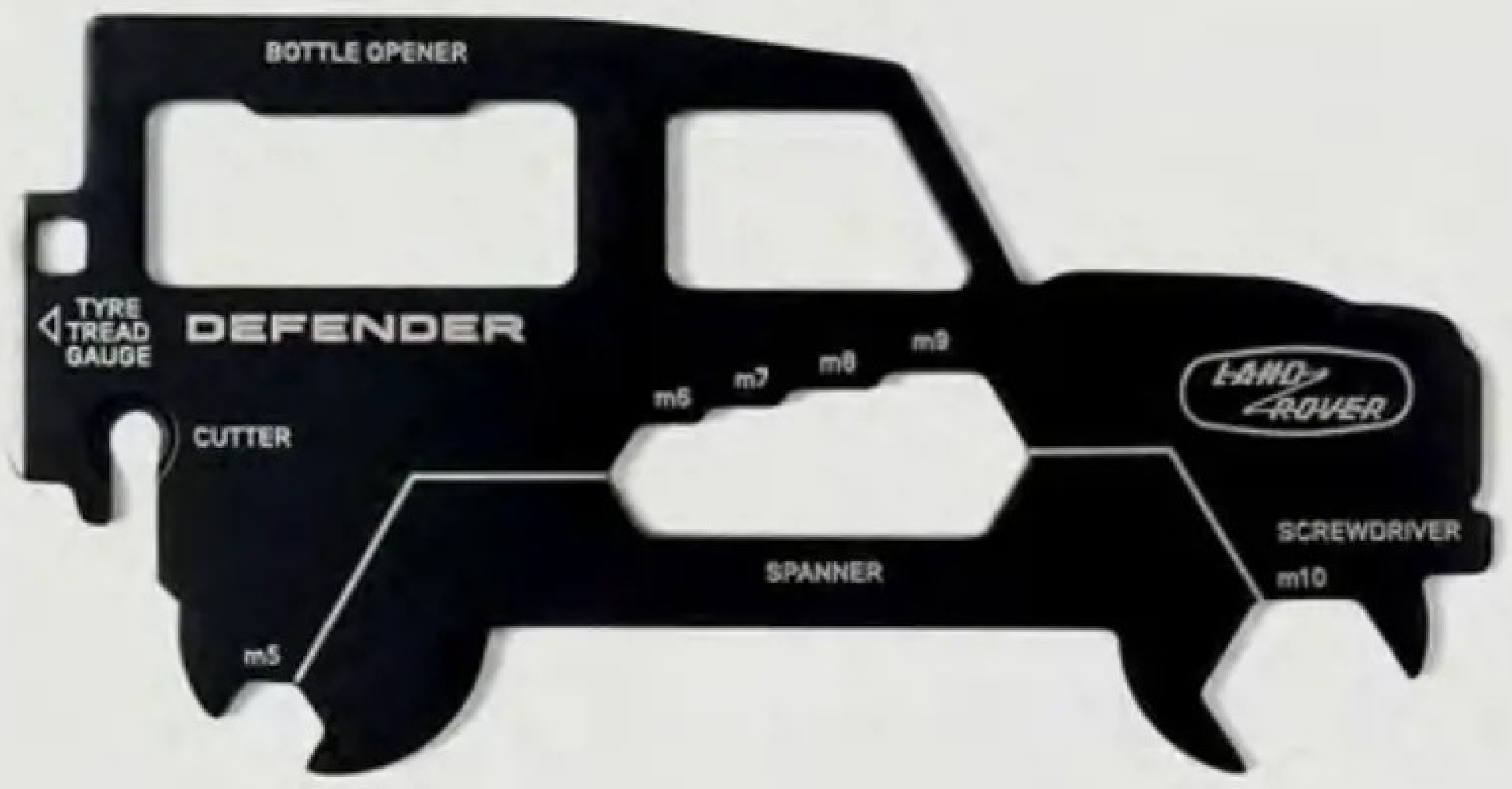

WALKING BOOTS

Made with leather for durability, these Latitude Extreme Boots are the ideal pair of footwear for any avid hiker or outdoorsman and are constructed with waterproof IsoDry membrane for the ultimate weather protection. **Available from www.mountainwarehouse.com for £89.99.**

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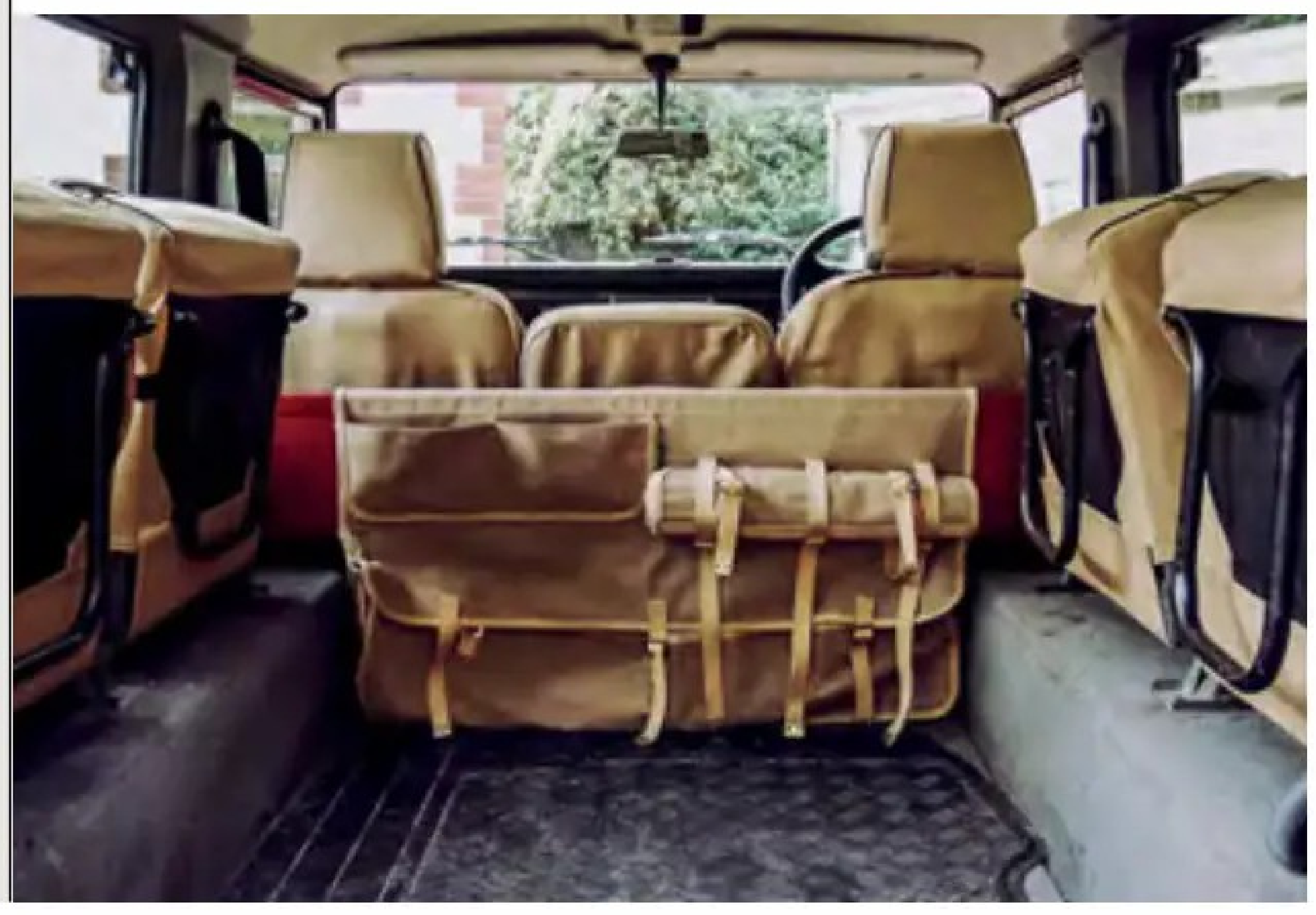
Designed to universally fit in any Series or Defender Land Rover, this canvas bulkhead storage bag features multiple central satchel pockets with traditional buckles and straps. On sale in both sand or khaki colour options. **Available from www.exmoortrim.co.uk for £83.34.**



PULLOVER HOODIE

Crafted from Red Canoe's heavyweight fleece, this Land Rover x Red Canoe pullover hoodie offers both comfort and cosiness with its cream double-lining interior. Adorned with an original Land Rover logo. **Available from www.jaguarlandroverclassic.com for £109.**

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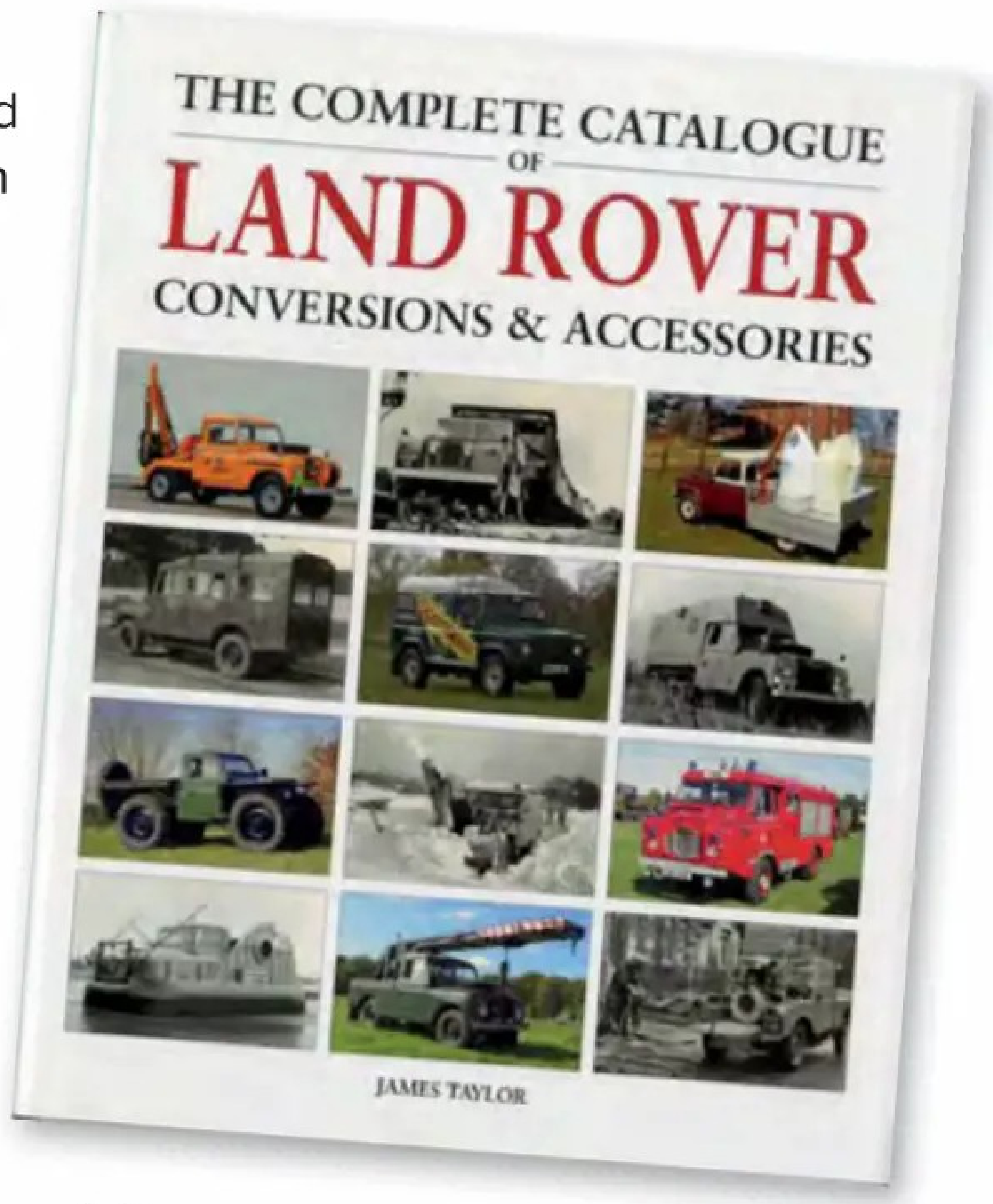
This superbly detailed 1:10 scale remote control model depicts an early version of the Defender 90 and requires assembly and bodywork painting. An ideal opportunity to put your modelling skills to the test. **Available from www.simmonites.com for £270.**

The Complete Catalogue of Land Rover Conversions & Accessories

This well-researched catalogue charts the A-Z of Land Rover's many aftermarket conversions and accessories

WORDS **TOM BAKER**
PICTURES **HERRIDGE & SONS LTD**



From its inception, the Land Rover was designed as an adaptable platform that could be modified to meet the demands of owners with a variety of requirements.

Dozens of aftermarket companies would create a range of special-purpose versions, and by the end of Defender's production run in 2016, millions of Land Rovers had been converted to perform specific functions for a broad spectrum of society.

With such a vast number of conversions produced, cataloguing those made commercially available, let alone considering those many thousands of 'homemade' versions, would have been a substantial task indeed.

However, author James Taylor – a widely known figure within the community with an extensive portfolio focused on Land Rover-related topics – has stepped up to the challenge with the release of The Complete Catalogue of Land Rover Conversions & Accessories.

Following 40 years of extensive research, and with the assistance of multiple former Rover company employees, enthusiasts and friends, James has compiled what is, without doubt, the most complete catalogue yet completed on the topic.

Spread over 216 illustrated pages, he opens his work with essential contexts, such as explaining the origins of the 'approval system' to ensure conversions did not compromise design integrity.

What follows is a detailed and easy-to-reference A-Z overview of the many conversions and associated accessories.

From the 'Centaur' – Laird (Anglesey) Ltd's military half-track conversion – to Vickers-Armstrongs' hovercraft, and even E Allman & Co Ltd's field sprayer, the author provides clear explanations of each Land Rover conversion and its intended purpose. It makes this catalogue highly accessible both for dedicated enthusiasts and casual owners.

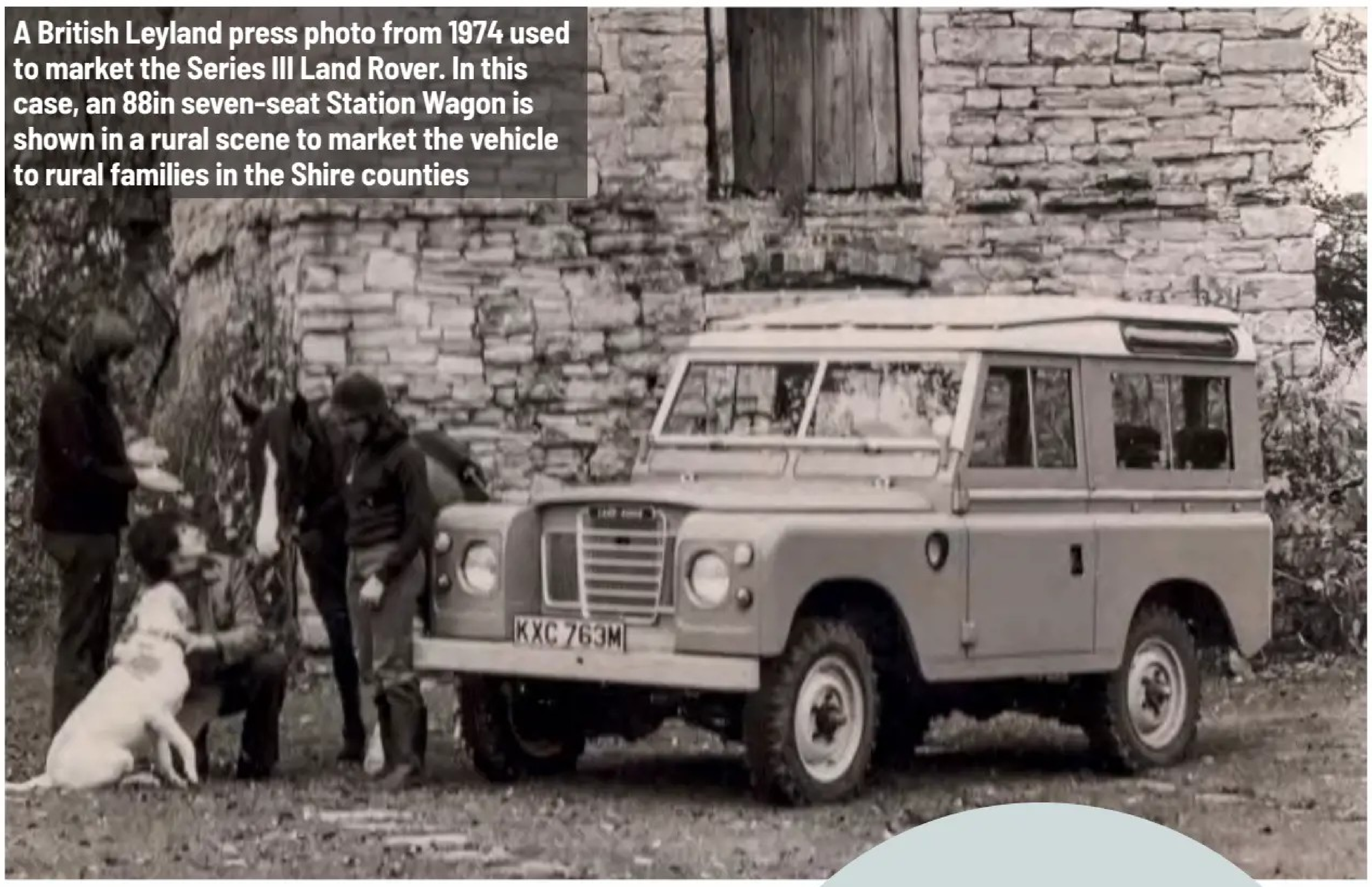
Illustrated with more than 500 images from the original manufacturers and with many others showing modern survivors, this work is a highly colourful and informative guide to this niche branch of Land Rover history. CLR

Author: James Taylor
Publisher: Herridge & Sons Ltd
Hardback: 216 pages
ISBN: 9781914929090
Price: £45

PICTURES FROM THE PAST

During the 1970s, Series III Land Rovers were marketed to different groups of customers with photos that targeted specific groups

WORDS **JOHN CARROLL** PICTURE **BRITISH LEYLAND UK LTD**



A British Leyland press photo from 1974 used to market the Series III Land Rover. In this case, an 88in seven-seat Station Wagon is shown in a rural scene to market the vehicle to rural families in the Shire counties

This photo of an 88in Series III Station Wagon from 1973 would have been sent with a press release to magazines and newspapers to help in marketing Land Rovers to their readers.

It wasn't a case of 'one size fits all' though as these copyright-free pictures were chosen to be relevant to those readers. It is, for example, easy to imagine photos of Series IIIs in sheep farming scenes being sent to the Farmers Guardian and those in motorway construction scenes being sent to the New Civil Engineer. It is merely a guess to suggest that the one chosen for this month's column would have been sent to Country Life magazine or similar.

In these days when almost every printed publication is full-colour, it has to be remembered that in the seventies, eighties and beyond, magazines and newspapers had black and white 'mono' sections divided up by limited numbers of colour sections. The latter were expensive so often saved for big features and full-page cigarette adverts. Because of this, pages like the news and products were usually found in the mono sections even in the likes of Country Life.

Another aspect of press photos is that, because they were current when issued, we can rely on the suffix of the registration number to date them (even if the plates are faked for that reason).

> 'Land Rover was turning much of its attention to the Rover V8-powered Stage One Land Rovers'

Posed though the pictures are, they also indicate how we looked and dressed when, in this case, the Series III was new and newsworthy. In this picture, there's a country estate vibe going on; a crumbling ancient agricultural building serves as the backdrop for the Station Wagon while its supposed passengers pose with a yellow labrador dog and a horse.

Jeans and jumpers may still be de rigueur for farmyard and stables scenes but the hairstyles and the crouching guy's jacket hint at past fashions.

This photo is one of many Series III press images I have collected with eBay's help. I noticed that British Leyland's press office kept on mailing images of the Series III in both its wheelbases and its numerous body configurations throughout the 1971-85 production run.

The photos (and registration suffixes) start with the 1971 launch and news of the plastic components and, after loads from 1974, go via the millionth Land Rover, an 88in Station Wagon of 1976, to the County models of 1981.

Many of these pictures must have been mailed with press releases about price increases and similar because the Series III only evolved slowly during its 14-year production run.

Considering that British Leyland was formed in 1968, and its press office had to market the products of a company that was teetering on the edge of bankruptcy, its efforts with the Series III have to be admired even though Land Rover was one of the conglomerate's profitable marques.

By the end of the Series III's production run the parent company had been renamed BL Ltd and, within it, Land Rover was turning much of its attention to the Rover V8-powered Stage One Land Rovers that overlapped with the up-specced County models. Interestingly press photos from these years were issued with a variety of company names, seemingly anything but British Leyland, such as Land Rover, Land Rover Ltd and even Jaguar Rover Triumph Ltd.

The arrival of the 1980s heralded the launch of the coil-sprung 90 and 110 models and the press packs containing selections of black and white prints and colour transparencies were still mailed to publishers.

These detailed everything from new models and engine upgrades to Camel Trophy information. Digital images and emailed press information came later still and brought an end to the printed press pack which, from a nostalgia point of view, is a shame.

The styles of the fonts, addresses, logos and even contact names helped paint a picture of how the marketing of Land Rovers worked from the 1950s until the 1990s.

Those of us who received mailed press packs will no doubt remember the heightened interest in the mail when one of the envelopes came from Land Rover. Downloading a few digital files just isn't the same. CLR

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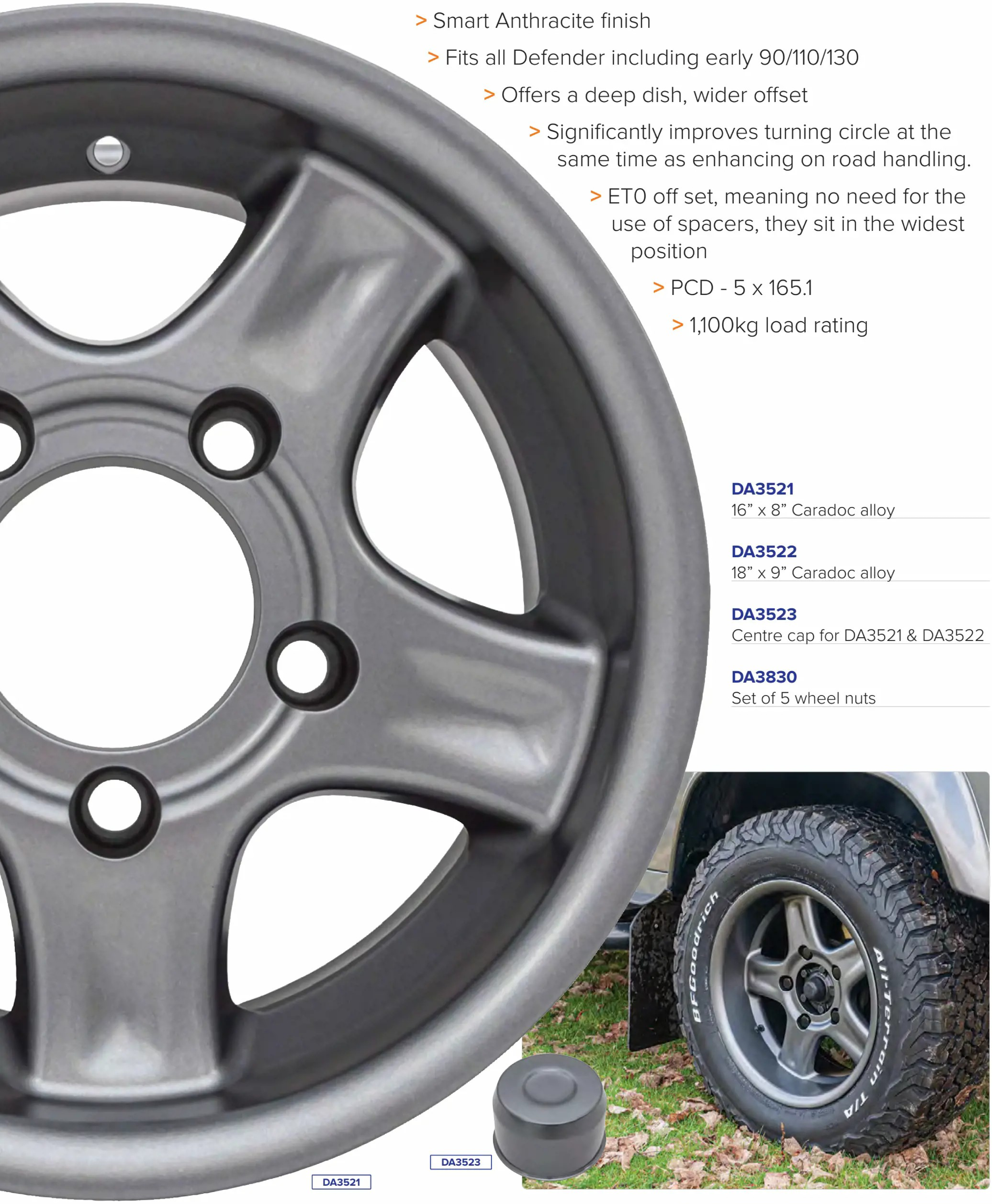

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